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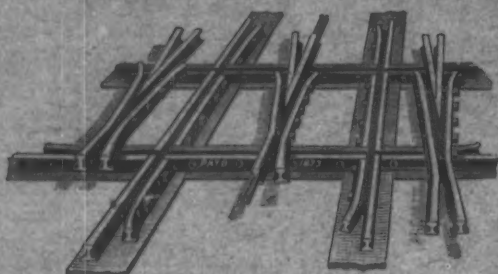
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VOL. VII.—No. 6.

ST. PAUL AND MINNEAPOLIS, JUNE, 1889.

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THE YELLOWSTONE VALLEY.

Its Scenery, Towns, Farms, Mines and Stock Ranches.

BY E. V. SMALLEY.

The Yellowstone is about as long a river as the Ohio. From its source in the National Park, on the water-shed of the Continent, to its mouth in the Missouri at Fort Buford, it runs a race of over five hundred miles. It is a noble stream—everywhere eager and impetuous; clear and pellucid in its upper course, tawny as the Tiber in its lower stretches. Issuing from Yellowstone Lake in the Park, it first flows through the fantastic formations of that land of wonder, receiving the boiling waters of geysers and of terraced springs of rainbow hues. It makes a sheer leap of 350 feet, forming one of the most magnificent cataracts in the world and makes its way through the grand and gorgeously-colored canyon which is one of the chief marvels of the Park. Once out of the special domain of the tourist and pleasure-seeker, it hastens through a narrow valley buttressed on either hand by tremendous mountain walls. Silver and coal are mined in the rocks and gold is washed from the beds of the brooks. Pleasant farms occupy the valley lands and trout-fishers vex the waters with their lines and flies. Passing through the Lower Canyon the river comes out at Livingston into a broader valley. It has been flowing northward up to this point but henceforth its course is to the east. The mountains recede more and more, and stretches of grassy bench land extend back from the valley. In places the bottoms are hemmed in by tall sandstone cliffs. The mountains trend away still more to the south and north, leaving vast rolling plains between their feet and the river. Finally, they disappear altogether, and the horizons are bounded by low hills and Bad Land butte formations striated by seams of lignite coal.

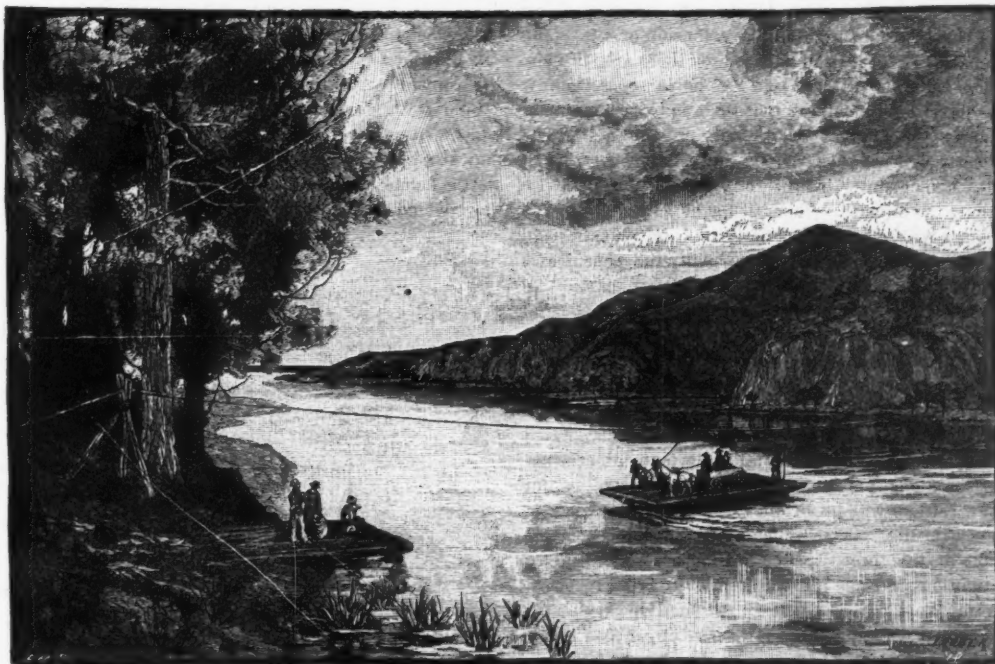
Many principal tributaries join the Yellowstone. The Big Horn, flowing past Custer's fatal battle field, gives it a turbid tinge; the Tongue and Powder add their muddy waters. All the flood of clear, limpid water it has taken out of the lake and received from such mountain affluents as the Big Timber, the Boulder and the Clarke's Fork is darkened on its lower course by these allies. The banks are now low and the bottoms are covered with sage brush. Ranges of fantastic buttes, formed of clay and half-hardened sandstone and rich in marine fossils, rise on either side of the valley. Cottonwood forests grow by the waterside. As the mocking-bird imitates all other birds, so the cotton-

wood imitates all other trees. Here is a grove looking like an old apple orchard; there a solitary tree resembling an elm; further away a clump which you might easily mistake for oaks. Wild rose bushes fill all the little ravines that run down to the river. Great herds of cattle are seen on the hill-slopes, and here and there certain brown freckles on a distant slope denote a flock of two or three thousand sheep guarded by a single shepherd on horseback and his collie dog.

The railroad runs along the valley, within sight of the Yellowstone, from Cinnabar to Glendive, a distance of 391 miles. From Glendive to the junction of the Yellowstone with the Missouri the distance is about ninety miles. Steamboats used to run up as far as Miles City, nearly 200 miles from the mouth of the river, before the railroad was built, and in high water stages they ran to Coulson, near the present

in the region who devote themselves to raising crops exclusively, but farming on a small scale, combined with raising cattle, horses or sheep, is growing in favor and is attracting many new settlers. The rainfall is not sufficient to depend upon year after year for grain crops, and cultivation of the soil is done with the aid of irrigating ditches, save in narrow strips close to the banks of creeks and rivers where the ground absorbs moisture from the running water.

The hues of the Yellowstone landscapes are browns and grays, save in May and June when the grass is new. All the herbage dries during the long sunny days of July. The bunch-grass then becomes standing hay cared by sun and wind, and affording feed for stock all the fall and winter and early spring until the new grass grows. Flowers of many varieties unknown in the East bloom in great profusion upon



THE YELLOWSTONE RIVER.—A CURRENT FERRY NEAR MILES CITY.

town of Billings, but there is no business for this slow mode of conveyance now that the steel rails skirt the river. In early days before the settlement of the valley the boats which run on the river were chiefly loaded with army supplies on the upward voyage and with buffalo hides on their return trips.

All of the Yellowstone Valley and the adjacent plains and uplands constitute a vast stock range, broken here and there, close to the streams, by the enclosures of the ranchmen. There are few farmers

the plains, hills and mountain slopes. The vast sweeps of view, the pure, thin air, the novel landscapes, and the picturesque phases of life in a new country, give to this Eastern Montana region many special charms.

In the following articles some account of the chief towns in the Yellowstone Valley is given with reference to their interest to the intending settler as centers of regions where good opportunities can be found for farming, stock-raising or mining.

GLENDDIVE AND DAWSON COUNTY.

Dawson is the largest county in Montana. It reaches half way across the Eastern part of the Territory, from Custer County to the British boundary, and is larger than the State of Connecticut. Next

and young steers can be bought in Texas for \$13 per head, and can be delivered on Eastern Montana ranges by contract for two dollars per head. The heavy losses of the winter of 1886 have not yet been fully made up, but the new arrivals of Texans this season will about bring the herds in this part of Mon-

If there is food anywhere to be had, cattle have sense enough to find their way to it.

Dawson County has the best natural conditions for success in the range cattle business. No part of it is a level plain, where the north wind gets an unbroken sweep. Ranges of bad-land bluffs border the Yellowstone and the Missouri, and the face of the rolling country between these rivers and the Yellowstone is diversified with many buttes and chains of low hills. The whole region is covered with bunch grass, the most nutritious of all herbage. Besides the two big rivers which flow through the county and the Powder, which is more than half as big as the Yellowstone, there are numerous creeks affording water for stock.

A ranchman's title to the lands his flocks or herds feed upon is only that of occupancy. The country is unsurveyed and he builds his house and corrals wherever he pleases, respecting his neighbor's prior claim to streams and meadows. New men going into stock-raising look about until they find a district not much grazed and a good site on a stream for their headquarters. They take possession and are lords of all they survey by the unwritten law of the cattle country. If a man sells out he gives a quit-claim deed to his ranch improvements, standing on land that belongs to nobody. In case the surveys should reach his place, no one would dispute his right to file a homestead on that particular quarter section. Should his improvements turn out to be on a railroad section he would buy the quarter from the company for a trifling price per acre, and continue to possess the landscape for a grazing range just the same as before.

Glendive, the county seat of Dawson, is the place where the west-bound traveller on the Northern Pacific railroad gets his first glimpse of the Yellowstone River—a broad, muddy stream here in its lower course, running between low banks bordered by groves of gnarled and contorted cottonwood trees. Back of a wide sweep of sage-brush bottom land rise the fantastic buttes of the bad lands. Close to the stream are thickets of wild rose bushes. The town occupies a level stretch of ground, sloping gently to the river, with picturesque outlooks up and down the stream and out to the bold ranges of furrowed and pinnacled brown buttes. In the town the conspicuous buildings are the court house, which cost \$25,000, and the public school house, costing \$10,000. The Masons are about to put up a temple, with stores on the ground floor, which will be a handsome addition to the main street. A substantial brick block, owned



GLENDDIVE.—COURT HOUSE OF DAWSON COUNTY.

year the part north of the Missouri River will be taken off to form a new county, with the county seat at Glasgow, on the Montana extension of the Manitoba road. In this immense area there are not more than three thousand people. As no part of the county is desert land it follows that there is room and opportunity for a great many more inhabitants. The county will never be thickly settled, however, for it is a stock country, with farming lands only in strips along the streams. The raising of cattle, sheep and horses will always be, as now, the chief industry, and stock raising on open ranges, with the ranchman's houses ten, fifteen or twenty miles apart, cannot fill up a region with people like farming. I think that in time the broad, fertile stretches of bottom land along the Yellowstone will be watered from large ditches and will be thickly settled with farmers, but more than nine-tenths of the land in Eastern Montana will always be open range. Until incorporated companies with large capital undertake ditch enterprises along the Yellowstone the opportunities for new settlers will be in one of the three branches of stock-raising. Cattle ranching is the older business here of the three. Sheep raising has only attracted attention since the railroad began to bring in sheep from Washington Territory at such low rates for freight that the purchase price here of car-load lots is only from \$3 to \$2.50 per head. Some of the old residents have gone into sheep ranching during the past two years and a number of new men have come from St. Paul and other Eastern points to embark in the business. The risk is less than with cattle and the profits greater in proportion to the capital invested. The raising of horses from Oregon mares with heavy imported stock is a successful and growing business.

There are now assessed in Dawson County about 100,000 head of cattle. If there were 300,000 the ranges would not be overcrowded. Nearly sixty thousand will be brought in from Texas this year, mainly by the old ranchmen. A mixed herd of cows

tana up to their numerical strength in 1885. Ranchmen do not fear a repetition of that fatal winter. It was exceptional, like the phenomenally mild winter we have just experienced; but if another such a terror should come in Montana the losses of cattle would not be heavy for the reason that prudent stockmen now put up and fence in small stacks of hay at many different points on their ranges. If the cattle should again be in a starving condition the cowboys would pull down the fences around the stacks.



GLENDDIVE.—HENRY DION'S BLOCK.

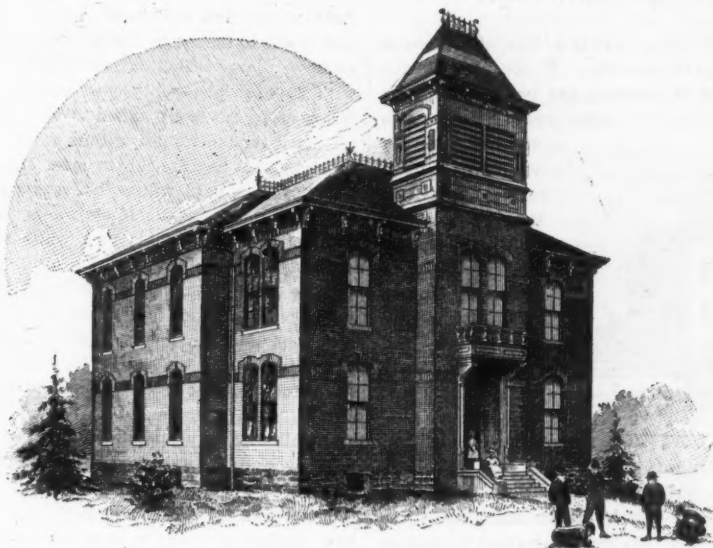
by Henry Dion, has two store rooms below, and above, besides a number of offices, contains the handsome apartments of the Glendive Club, a social organization to which all the prominent business, professional and railroad men belong. This club is the center of the social life of the town. On one day and one evening of the week the rooms are opened to the wives and daughters of the members and dancing parties are frequently given. The rest of the time the place wears the usual look of a gentleman's club, with its billiard and whist tables, its magazines and newspapers and its conveniences for lounging and smoking. It is certainly a credit to Glendive to be able to maintain so attractive and well-managed an institution as this club. The initiation fee is \$25 and the annual dues \$10.

Glendive does not aspire to be a city and long ago passed beyond the period of extravagant expectations and real estate speculation. It looks for further growth to the development of the stock ranges and the farm lands along the river bottoms. It is solid and successful in its business, and not disposed to exaggerate its resources. Most of the merchants discount their bills for goods regularly, saving the percentage by paying cash. The railroad shops and train crews form a monthly pay roll which brings about \$16,000 into the town every pay day. The stockmen have money in the bank and draw their checks for the supplies and goods they buy at the stores. Glendive is a cash town, with a good reputation on the books of Eastern merchants and commercial agencies. Mercantile failures are unknown. The towns people do not talk much of opportunities for new business concerns, but would like to have the fact known in the East that they have a big open country all around them, where there is plenty of room for more stock and more stock men and where farming along the creeks and rivers in connection with the care of small herds and flocks would afford a profitable livelihood for hundreds and thousands of new settlers. They want it also known that this Eastern Montana country is a remarkably healthy country, where people get well of all sorts of ailments in the wholesome air and clear sunshine and where healthy people are never sick. They are well content with the situation and prospects of their town, and know that it will be sure to grow with the growth of the vast country around it to which it serves as the most convenient trade center.

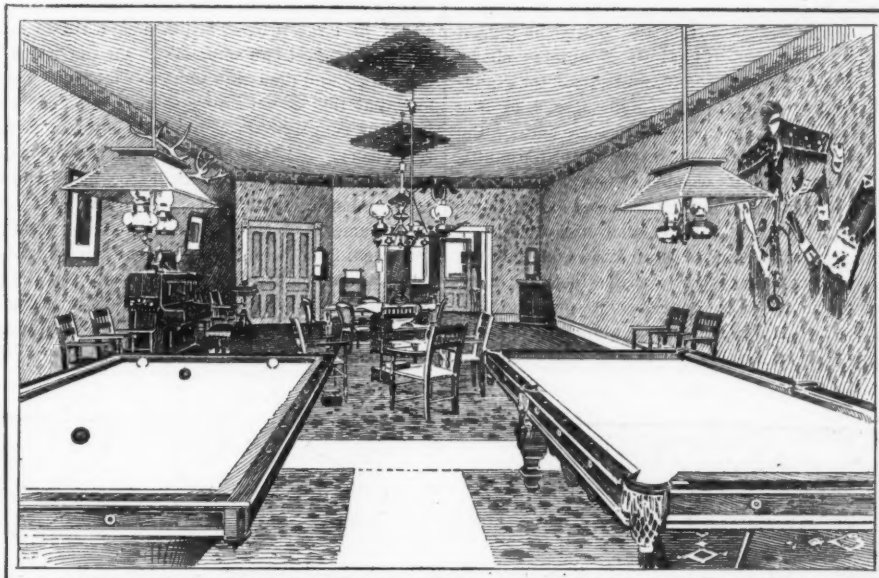
They have a railroad project in the town, which they are urging upon the Northern Pacific management. It is not a large scheme but it would give the place a helpful lift and would help the progress of the big triangle which lies between the Missouri and the Yellowstone. The project is for the N. P. to bridge the Yellowstone at Glendive and build a branch about thirty-five miles northward to the head of Red Water Creek. This would give a line into the heart of the best cattle country in Eastern Montana, and would save stockmen the trouble and risk of swimming their herds either across the Yellowstone to reach the N. P. or across the Missouri to ship by the Manitoba. All the stock shipments in the triangle would be secured by the N. P. if this branch were built.

A PROSPEROUS RAILROAD.

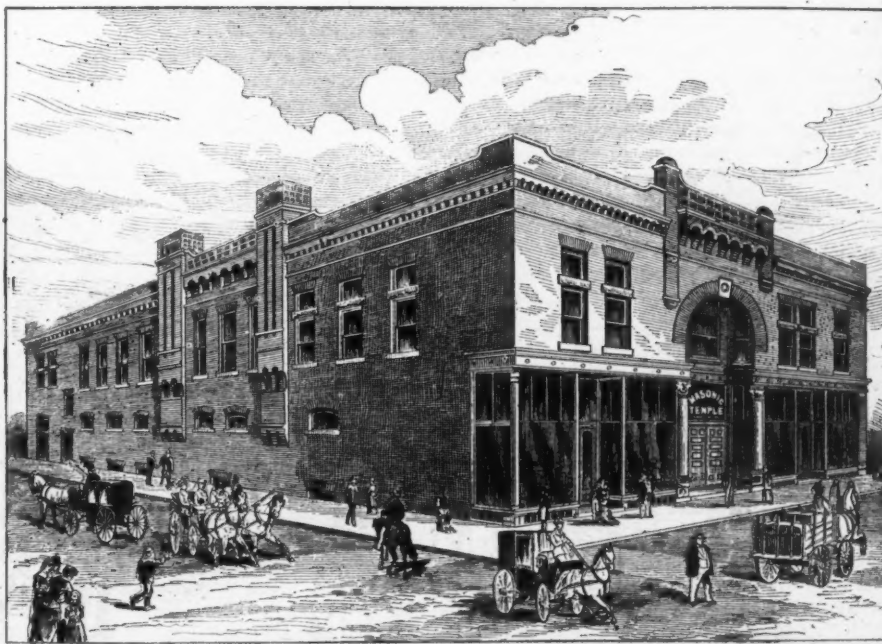
The Northern Pacific seems to be the only trans-continental line whose earnings increase regularly. The Union Pacific's decrease for March is something like a half million dollars as compared with March a year ago. It's management that tells. Charles Francis Adams, the president of the Union Pacific, has been monkeying with traffic associations, writing valuable dissertations for the magazines, on how to operate great lines—while President Oakes has been running the Northern Pacific trans-continental trains, in sections of ten or a dozen coaches—all loaded down with paying passengers. That's the difference between theory and practice.—*Fargo Argus.*



PUBLIC SCHOOL BUILDING, GLENDIVE.



IN THE ROOMS OF THE GLENDIVE CLUB.



MASONIC TEMPLE, GLENDIVE.

MILES CITY AND CUSTER COUNTY.

The county of Custer is only a little less immense than the county of Dawson. It occupies all the southeastern part of Montana and has a length from east to west of about 150 miles and a breadth from north to south for about 130 miles. It is larger than New Hampshire or Vermont and nearly half as large as Indiana. It contains lofty mountain ranges, vast stretches of rolling, grassy plains and many green, well-watered valleys.

More than one hundred and fifty miles of the Yellowstone River lies within its boundaries. Nearly the entire course of the Powder River and also of the Tongue River, two of the most important tributaries of the Yellowstone are within the territory of Custer. This big county can also claim the Rosebud River, from source to mouth, the upper course of the Little Missouri, and many big creeks, like O'Fallon's, Cabin and Mizpah.

In the southwestern part of the county the rugged alpine range of the Big Horn Mountains shows peaks of snow the year round, and equals for grandeur of scenery anything the Main Range of the Rockies can offer. In the southeastern part of the county the Powder River Range sends forth a multitude of streams from its wooded slopes. The valleys at the feet of these mountains are ideal locations for small stock ranches. A little labor on a ditch gives the ranchman large crops of grain and vegetables, the bunch grass grows luxuriantly on the foothills, there is plenty of timber on the higher slopes for buildings, corrals and fuel, and large game is abundant. These charming valleys are by no means well occupied.



Hundreds of new settlers can find just as good locations as any that are already taken. There are ups and downs to the range cattle business when carried on upon a large scale, but the ranchman beginning with a dozen or twenty cows and raising food and forage crops has never failed to do well. He keeps his stock on the ranges within a few miles of his ranch puts up hay enough to meet any possible contingency of a hard winter, has no winter losses and brands in the spring a calf crop amounting to eighty or ninety per cent. of his herd, while the big cattle company gets only thirty per cent. At the same time he is free from care about losses and debts and unfavorable markets. He lives on the products of his ranch and the increase of his herd is his sure profit from year to year. His life is a peculiarly healthful one. He is in the saddle every day, the climate is superb, the vast prospects of mountains and plains are inspiring, his neighbors are intelligent, friendly and helpful—and everybody within fifty miles of him he counts as a neighbor. In no part of the West can there be found better opportunities for new settlers to make a start with cattle, sheep or horses, and to prosper, than are now offered here in Eastern Montana.

There are two classes of stockgrowers in this region. One is commonly spoken of as the steer men and the other as the cow men. The steer men bring in Texas steers in large droves, fatten them a single summer or at the longest two summers on the nutritious Montana grass and then ship them to Chicago. They insist that this is a feeding country and not a good breeding country. It is for their interest to spread this theory. They want to keep the ranges open and the water-courses clear of small stockmen, who fence land and raise small herds. The cow men combat the arguments of the steer men. They admit that for breeding on open ranges without winter care Montana cannot compare with Texas and New Mexico, but they know from experience that breeding from small herds properly looked after in severe weather is a perfectly safe and profitable business. This class

of stockmen is all the time increasing in numbers and influence. They make permanent homes in the country and are the best dependence for the support of the towns. The range men are good fellows, with a large and lordly way of doing business, but they do very little towards building up a region, for the reason that their interests lie in the direction of keeping it as much of a wilderness as possible.

There are probably on the Custer ranges to-day not more than 130,000 head of cattle. In the flush times of the big herds there were at least 400,000. The hard winter of 1886-7, the heavy shipments, the discouragement of some of the companies and the temporary stoppage of the movement of cattle from Texas, account for the heavy reduction. Now the tide has turned and the ranges are beginning to fill up. At least 60,000 head will be driven in from the southwestern ranges this season, and about 20,000 more will come from Wyoming, brought in by men who want to get their herds upon the better grass of Montana. For fattening cattle the Montana ranges are far superior to those of Wyoming. Here is an instance in point. In 1886 1,000 head of young cattle were brought in from Wyoming to Custer County. They were marketed in Chicago in the fall of 1888, after passing through the hard winter of 1886-7 and they netted over expenses \$52.50 per steer. On the same day on which they were sold a large shipment from the same range in Wyoming from which they had been driven in 1886, of the same brand, was received and sold in Chicago, netting only \$39 per steer. The difference of \$13.50 per animal was due wholly to the superior fattening properties of the Montana grass.

There is a big profit in raising range cattle even at the present low prices of beef on the hoof. Let me cite the very notable case of Pierre Wibaux, whose range is north of Mingusville. In June, 1887, Mr. Wibaux bought the entire herd of a St. Louis company, having a range north of Miles City. The members of that company were discouraged by the losses of the preceding winter and wanted to retire from the



MILES CITY.—VIEW ON MAIN STREET.

business. He gave for 5,600 animals, including 760 calves and 200 horses, \$106,480. In September, 1888, he sold from the herd 2,300 steers at \$57.50 each, making \$132,250. He had 3,300 animals left, in addition to 1,500 calves branded the preceding spring. Estimating the value of his 4,800 head at \$20 each, they were worth \$96,000. That sum added to the amount realized from sales made \$228,250, and deducting the purchase money it appears that he made a profit in a little more than a year of \$121,770. It should be added that he was lucky in getting an unexpectedly large proportion of beef steers in the herd.

Some successful farming is done without irrigation close to the banks of the Yellowstone and Tongue Rivers, and along the creeks, but the expectation of any important development of agriculture in this region rests upon future ditch enterprises. Anyone who talks about Eastern Montana as a country for farming by rainfall either deceives himself or is trying to deceive others. The average annual precipitation is only eleven inches. That tells the story. In an exceptionally wet year like 1888 crops can be raised in any of the valleys without artificial watering, but such a year only comes about once in seven years. The time is not far distant when all the rich soil of the Montana valleys will be brought under ditch and when farming will add greatly to the wealth of the new State. Last year there were shipped into Miles City from the East farm products as follows: 18,500,000 pounds of oats; 484,000 pounds of bran; 150,000 pounds of corn; 5,000 pounds of rye; 154,000 pounds of wheat; 10,000,370 pounds of flour. Besides, great quantities of fruit and early vegetables were imported. These figures show what an opportunity there will be for farmers in this region as soon as the bottom lands are irrigated.

A notable thing in Miles City is the success of the artesian wells put down in the town and the adjacent valley. These wells all strike a bountiful flow of water at a depth of about 200 feet, and the flow from one is sufficient to irrigate from ten to twenty acres of land. It costs about \$500 to sink and pipe a well. For \$500, therefore, a resident can surround his home with lawns, flowers and shrubbery and can convert several acres of the sage brush plain into a fruit and vegetable garden. This discovery is going to change the look of Miles City in a few years.

The town has suffered from the decline in the cattle business, but is picking up now that the ranges are being restocked. It is remarkably well-built, as readers of THE NORTHWEST who remember our sketches of the place in 1885 and 1886 are aware. Nearly the whole length of the main street is built up with solid blocks. The situation at the mouth of the Tongue River Valley is a very favorable one. Up that valley at no very distant day will run a railroad connecting Eastern Montana with Wyoming, Colorado and further on with New Mexico and Texas. There is now no north and south rail line in the center of the continent between the James River, in Dakota and the Utah Northern road, which runs from Butte to Ogden. Here is a stretch of country of over 800 miles and the best way to get across it in order to avoid the high mountain ranges is to follow the Tongue River. Already the Union Pacific has built its Cheyenne and Northern branch to Wendover, 275 miles south of Miles City, and thirty miles more will be built this year. It would seem to be good policy for the Northern Pacific to build south to meet this road at the Wyoming line, in order to protect its traffic belt from invasion and at the same time to develop the attractive country in Southeastern Montana. The Fremont, Elkhorn and Missouri Valley line of the Chicago and Northwestern system is graded to Minnesella, forty miles from the Montana line and only 140 from Miles City. It is safe to predict that with these prospects Miles City will have a southern road within the next two or three years. Such a road, with the settlement it would bring to the country naturally tributary to this place, would double the population and business of the town, and give it durable prosperity. Its old ambition of occupying the position in Montana which Cheyenne, directly south of it, occupies in Wyoming, would be fully realized.



J. H. CONRAD, OF BILLINGS, MONTANA.



S. C. HUNTER, OF RED LODGE, MONTANA.



C. E. CONRAD, OF FORT BENTON, MONTANA.

BILLINGS AND YELLOWSTONE COUNTY.

The County of Yellowstone lies west of Custer and stretches along the Yellowstone River for a distance of 110 miles. Its average width to the Musselshell River, which is its northern boundary for most of its length, is about forty miles. The county is a rolling, grassy plateau, with broad rich bottoms along the Yellowstone and small strips of bottoms along the smaller streams. The largest area of farming land is that known as the Clarke's Fork bottom, which lies on the north bank of the Yellowstone below the mouth of the Fork and is thirty miles long by about three miles wide, and is all irrigable from a big ditch taken out of the river at Rapids. Billings, the county seat, is situated at the lower end of this ditch and the little town of Park City is near its upper end.

The high plateau between the Yellowstone and the Musselshell is all good stock range and is occupied by thousands of cattle, sheep and horses. North of the Musselshell Valley, in Fergus County, are the Big Snowy Mountains, which partly enclose the Judith Basin, one of the most beautiful stock and ranch countries in Montana. South of the Yellowstone the picturesque green country, with its many swift cold streams and its great stretches of bunch-grass pasture land, all belongs to the Crow Indian Reservation, but fortunately for Billings it is in process of being converted into a habitable region for white men. The Indians have been concentrated on the eastern end of the reservation and are receiving allotments of land. The process is a slow one as is everything in the line of progress that the Government undertakes in the West, but when Montana comes in next fall as a State and her two Senators and one Representative reach Washington next winter, it will no doubt be accelerated. A Territory can do very little towards breaking up the big, unnecessary Indian reservations, but a State, with political power in Congress and in Presidential elections, soon finds a way to induce the Interior Department to solve such problems. All the western half of the Crow Reservation will be partitioned between Yellowstone and Park Counties. When this is done the country tributary to Billings will be doubled in area and the trade of the town will speedily increase in like proportion.

The Northern Pacific Railroad runs through the entire length of Yellowstone County, following closely the course of the river. The Rocky Fork and Cooke City Railroad branches off from the N. P. at Laurel, thirteen miles west of Billings, and crossing the river follows up the stream from which it takes its name, to Red Lodge, 51 miles distant, where lie immense beds of bituminous coal. This road has just been completed and is of decided advantage to Billings, the supply point for the new mining region. Another road called the Billings, Clarke's Fork and Cooke City, has been surveyed from Billings to the southern side of the same coal field and will probably be constructed this year. It is in the hands of New York parties who have the capital necessary to build it. The magnitude and value of the Rocky Fork coal field is evidently very great since it has set on foot two rival railway enterprises.

Billings was founded in 1883 and named in honor of Frederick Billings, director and ex-president of the Northern Pacific. In its seven years of growth it has become a well built town of 2,000 people, with business blocks of brick and stone, with water works, electric light works, a big hotel, two banks and scores of pretty dwellings. Its trade reaches northward beyond the Judith Basin for a distance of two hundred miles and southward across the Crow country into the stock ranges of Wyoming. Long trains of wagons arrive, laden with wool, of which 1,500,000 pounds are shipped annually to Eastern markets. Long trains of wagons depart for the mines and the cattle and sheep ranches, laden with merchandise and supplies. The trade of the farmers on the near irrigated lands of the valley is another element in the prosperity of the place.

The magnitude and far reaching character of Montana business is always a surprise to the practical

man of affairs from the East. An energetic Montanian may have a mine at one place, a cattle ranch at another, one or two hundred miles distant, a store or two, and interests in sheep, coal or lumber, all widely scattered. Take, for a good illustration, the head of the leading mercantile concern in Billings, J. H. Conrad, of the firm of J. H. Conrad & Co., whose portrait we give herewith. You notice, in Billings, the signs of this firm on a grocery store, built of stone quarried in the bluffs near the town and are told that this is the largest house in its line in Eastern Montana. Then you see a handsome dry goods store with the same sign. If you have been much about the Northwestern country you will have heard of the big Conrad Cattle Company, which a few years ago leased 200 square miles in the Province of Assinibola from the Dominion Government for twenty-one years, and you will want to know if this is the same Conrad. Yes, it is the same man. Besides the 12,000 head in the Dominion, he has a big herd in Montana, between the Yellowstone and the Missouri and another big herd in Wyoming. He is one of the largest cattle owners in the Northwest. Nor are we through yet with the list of his business interests. Besides the two stores in Billings, he has a bank and store at Red Lodge, one at Buffalo, Wyoming, one at Sheridan, Wyoming, and is post trader at Fort McKinney, Wyoming. He is largely interested in the new coking plant at the Horr coal mines, on the National Park Branch, near Livingston, where 100 ovens are being built, and owns some twenty odd silver mines and prospects at Butte.

Mr. Conrad was born at Winchester, Virginia, and came to Montana when he was thirteen years old, in 1869. The first ten years in the Territory he spent with that well known frontier merchant, Isaac G. Baker, at Fort Benton. He is still on the youthful side of what Dante called the middle point of life—thirty-five. His headquarters are at Chicago, but he spends most of the year looking after his various interests in Montana, Wyoming and in the British country. When asked how he managed to get competent assistants to run stores, mines and ranches at so many widely separated points, he answered that the only secret about it was to treat men liberally and fairly and always to promote those who had been in his employ for a considerable time to higher positions instead of engaging new men for such vacancies. These are pretty good rules to follow in the conduct of any business enterprise, large or small.

Billings has a third railroad in view that is probably soon to take definite shape and that will, when built, be of great advantage to the town. I mean the Northern Pacific branch to Fort Benton. This branch has been on the cards of the N. P. management for a long time, and its construction has only waited the completion of more urgent lines, such as the Cascade Division and the two principal branches in Washington. Now that these roads are built the Benton project comes to the front. Both Mr. Villard and President Oakes are said to favor it. The road would run up Canyon Creek from the Yellowstone Valley, cross the Musselshell near Lovina, go through the Judith Gap into the Judith Basin, reach the Maiden mines, which include one of the best paying gold mines in Montana, tap the Nelhart mining district by a spur, and passing around the fertile Highwood district, would terminate at Fort Benton, the head of steamboat navigation on the Missouri. It would be well supported by mining, farming and live stock traffic. Its length would be about 250 miles. When it is built Billings will be, next to Helena, the most important railroad center in Montana.

PEOPLE who think of migrating to Montana should understand that they cannot judge of the climate by the latitude of the new State. The latitude is the same as that of Minnesota, Vermont, New Hampshire, Maine and Lower Canada, but the nearness to the Pacific Ocean makes the winters as mild as those of Illinois. Spring is about two weeks earlier than in Minnesota. The summers have warm days and cool nights. Autumn is prolonged into December.

LIVINGSTON AND PARK COUNTY.

The County of Park was created from Gallatin County a few years ago. It is essentially a mountain region, having the Belt Mountains for its western boundary and comprising within its area the bold and picturesque groups of the Crazy Mountains, the Snow Mountains and the Beartooth Mountains. Its southern boundary is the National Yellowstone Park and Wyoming and on the east it abuts on the Crow Indian Reservation and on Yellowstone County. The southeast corner of the reservation, where the great coal field of the Rocky Fork and the new town of Red Lodge are located, was annexed to it recently, when the Indian title was extinguished. The Yellowstone River runs through the county for a distance of over one hundred miles and is bordered by fertile alluvial bottoms and by swelling green hills that furnish excellent range for stock. Shields River has almost its entire course within the county and so have the Big Boulder and the Big Timber, both superb trout streams full-fed by mountain snows and springs. The scenery is everywhere strikingly grand and beautiful. The climate is agreeable and invigorating. In winter the warm Chinook wind makes the cold much less severe than in Minnesota and in summer the nights are always cool enough to make one or two blankets necessary for comfort. The altitude of the Yellowstone Valley at Livingston is 4,480 feet above the sea level, and at Cinnabar, where the river emerges from the National Park it is 5,179 feet. The loftiest of the many peaks seen from Livingston are Emigrant and Baldy, whose snowy summits are about 10,000 feet above the sea level. Of the Crazy Mountain group the loftiest peak has an altitude of a little more than 9,000 feet. Nowhere can Rocky Mountain scenery be viewed in greater variety and grandeur than in this county of Park.

There is no better cattle and sheep country in all Montana than the foot-hills of the Snow, Belt and Crazy Mountains and the valleys of the streams flowing from their slopes into the Yellowstone. Along the bottoms on the Yellowstone and on the Shields River there is a good deal of ranching done and fields of wheat and oats are raised close to the streams without irrigation, but ditches cost but little labor to make and water is plenty, so that most farmers irrigate their land. The farmer who has forty acres under ditch and a small herd of cattle grazing on the hills within sight of his home, is about as well fixed as any man need wish to be who means to make a living from land and stock. His crops yield abundantly, his cattle thrive on the free open ranges, he has timber close at hand for fencing, buildings and fuel, he can catch trout in the streams and shoot deer on the hills. I can imagine no more agreeable life for a man of small means, who loves the freedom of the open country, appreciates the sublimity of mountain scenery and is fond of the saddle, of hunting and of cattle.

Mining is destined to be the chief source of wealth in Park County. The mountains are full of coal and abound in seams of silver ore. Besides, there are successful gold placers which have been worked for twenty years and which still contain plenty of good paying ground. The coal seams are already extensively worked and coke ovens at two points support a large laboring population. These industries are still in their infancy. Let us look at them a little more in detail.

At Cooke City, in the southern part of the county and near the northern border of the National Park are immense deposits of silver ore. Only the richer ores are now handled, for the reason that the only transportation facilities are by wagon road from Cinnabar, a distance of about sixty miles. The low grade ores, if mined at all, are thrown upon the dumps to wait the coming of a railroad. All mining experts in Montana are aware of the great extent of the ore bodies in this camp and are confident that a second Butte will develop when a railroad reaches Cooke City. There are two projects for putting a railroad into the district. One has been blocked for years by

the foolish opposition of a few men in Congress to a bill permitting the National Park Branch of the Northern Pacific to go across the extreme northern verge of the Park and follow Soda Butte Creek up to the mines. This opposition appears to have about died out and if the last session had lasted a month longer the bill would no doubt have been reached and passed. Certain parties living in the Park who have stimulated the opposition at Washington have changed their views on the question of late and now favor the building of the road. In all probability the bill will pass at the next session so that the line can be built in the summer of 1890. If, however, it should again fail, the alternative proposition is to extend the Rocky Fork & Cooke City road, from its present terminus at Red Lodge, in the great bituminous coal field, on to Cooke City. This would be a more costly line to build than that from Cinnabar by reason of much rock cutting and tunnel work required in the canyons above Red Lodge, but it is practicable. The Cinnabar line is preferable on another account. At the Horr mines, near Cinnabar, excellent coke is now being made, and this coke is just what is needed for smelting the Cooke City ores. The short haul would make the freight charges very low. To haul this coke around by Livingston and Laurel and up the Rocky Fork would add two hundred miles to the distance it would have to go. The Rocky Fork coal, although much the best heating coal yet found in Montana, is not a coking coal. There is still another reason for building the line from Cinnabar. Livingston is the best natural smelting point in Montana. It has the coke, the coal, the limestone and abundant water-power. The dry and wet ores which must be combined for successful smelting operations can be assembled here with marked economy in transportation. The Cooke City ores would come down grade by a direct line from the mine to Livingston if the road from Cinnabar were built. So would the Castle Mountain ores, which lie about forty miles north of Livingston, at the head of Shields River. Castle is a good camp, newly developed, which will produce an enormous amount of paying low grade ore as soon as it gets a railroad. The plans of the Northern Pacific management contemplate a branch to Castle this year or next and the extension of the Park Branch to Cooke City. In view of these plans the Helena and Livingston Smelting and Reduction Company, which recently built the great Helena smelting plant, has already obtained water rights and purchased large tracts of ground at Livingston, and will build works here as soon as it can get the ores. It is not extravagant to say that in a very few years Livingston will certainly become one of the most important smelting and reduction points in the world and one of the greatest ore markets. The surrounding mountains are seamed with veins of silver and copper. New discoveries are constantly made along the creeks that flow into the Upper Yellowstone and on the flanks of the Belt Mountains and the Snow Mountains. No wonder that the citizens of Livingston look forward confidently to the growth of a large center of population and industry at this spot.

The town is enjoying a steady, substantial growth and was never before so populous or so prosperous. Every dwelling is occupied; rents are high because the demand for houses largely exceeds the supply, although more than two hundred have been built during the past year. Many handsome brick business blocks are going up. The foundations for an opera house are fast rising. Plans for a court house to be built this year have just been adopted. The big Albemarle Hotel has been enlarged to double its former capacity. The railroad shops employ more than double their force of last year. Thirty-five ovens are making a coke at Cokedale, five miles distant. This plant is to be increased to eighty ovens. Thirty-six coke ovens have just been built at the Horr mines. A concentrator is being erected at the lately discovered silver mines on Mill Creek. The lands along the valley of the Yellowstone and of its tributary streams are fast settling up with farmers, who keep small herds and flocks and raise grain and root crops.

In a word Livingston is thriving with the rapid development of the resources of Park County.

Livingston has been fortunate from its first beginnings in possessing a thoroughly good local newspaper earnestly devoted to the interests of the place and the development of the surrounding country. The *Enterprise*, started by G. B. Wright, in partnership with the late J. E. Hendry, and for the past four years conducted by Mr. Wright alone, has made a marked success in a business way, as is shown by its new brick block and by its well-equipped printing establishment. It is all printed at home—no plate matter or patent inside being used.

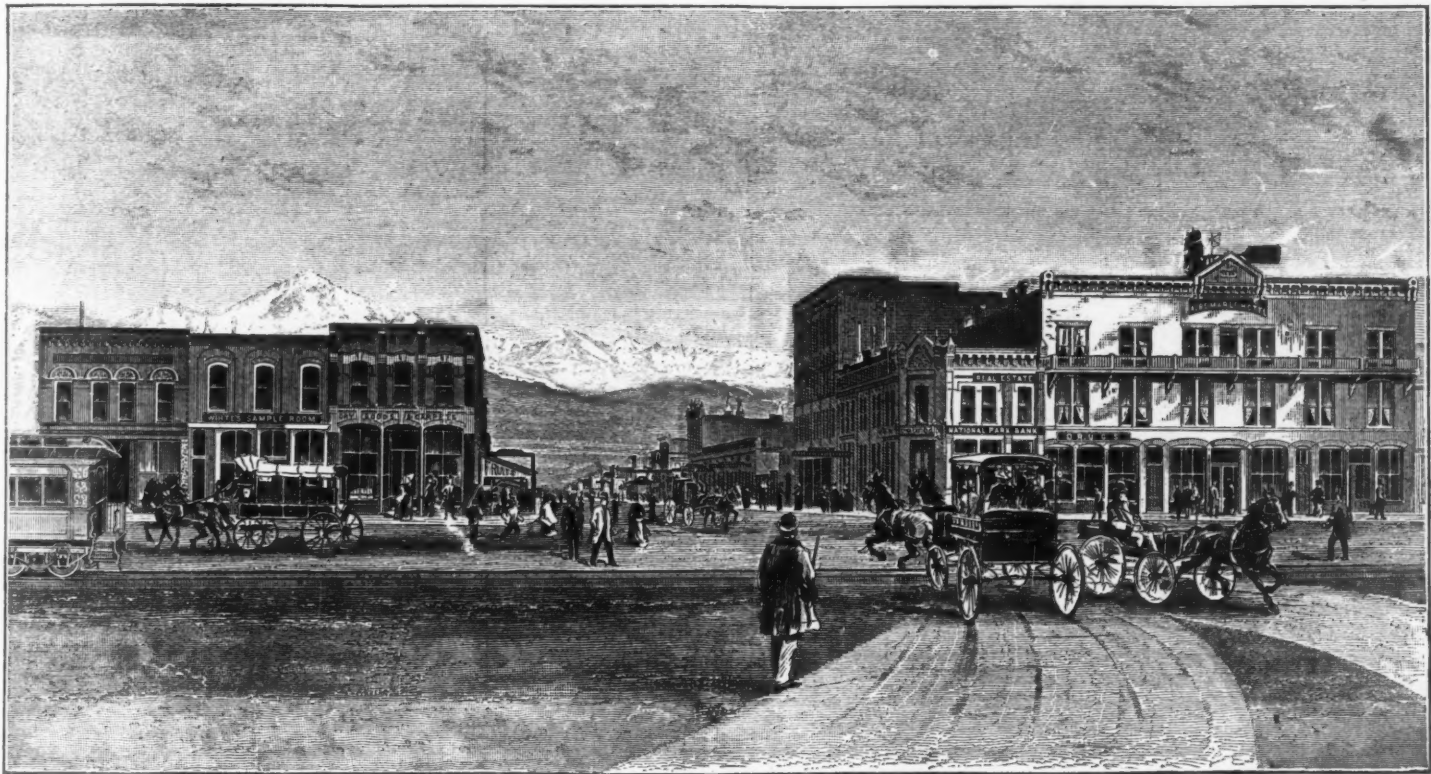
The *Post* is a new paper, established in April by J. D. Whelpley, a gentleman of experience in ranching as well as in practical journalism and well informed on all industrial interests in Eastern Montana. There is room in Livingston for both these excellent weeklies.

down to Livingston. The trial oven for coking demonstrated completely the value of the coal for coking purposes and thirty-six ovens are now being constructed. They will produce sixty-five tons per day and every pound will meet with ready sale at the smelters of Helena and Butte, taking the place of the dear Connellsville coke, now brought all the way from Pennsylvania. The Park Coal and Coke Company is the corporation owning and operating the mines and ovens. H. F. Brown is the President and General Manager, W. D. Pingston, Assistant General Manager, and C. H. Stebbins, Treasurer. The name of the new mining town is Horr. There is a great fortune in the business, for the coal seams appear to be inexhaustible, the cost of coking is trifling, transportation facilities are close at hand and the market will take all the product, not only of the ovens now building but of as many more as may be built in the future. Cheap fuel for smelting ores is the one

roads—well, the less said about the roads at this time of the year the better.

The driver was one of those happy-go-lucky individuals who formerly made up an important part of our population in the good old stage coach days; and his quaint, original expressions were of a kind to make the joint seat doubly pleasing. When not engaged in singing, whistling or telling stories of questionable age, he kept up a running fire of damnation directed at his steeds. It was "Ah there, Rough Lock," or "Lightning, I'll burn you up." "Git up there Baldy, what do yer think I got you in the swing for? a curiosity." And thus he continued, and still continues, we presume, for he is obliged to make the trip over the road every day.

The first fifteen miles of the road, to the dinner station, passed over a comparatively level country, across the Deep Creek Valley, here and there dotted with neat farm houses on the creek bottom, every



LIVINGSTON.—VIEW OF PARK AND MAIN STREETS.

COAL MINING AND COKE MAKING ON THE UPPER YELLOWSTONE.

A few years ago a sample of coal found near the northern border of the National Park, and close to the Yellowstone River, was sent East to a well-known expert for analysis. In reply the expert wrote: "That coal is all right, wherever it came from, but it never came from the Rocky Mountains. The formation in the Rockies is too recent. I advise you not to spend a dollar trying to find the vein." The man who sent the sample knew where the vein was. He put his common sense against the science of the expert. No matter how young or how old the formation of this particular range of the Rockies might be, here was true bituminous coal cropping out in numerous seams from the steep bluffs. Better still, experiments showed that it could be converted into excellent coke. It analyzed sixty-four to sixty-eight per cent. of fixed carbon and it gave sixty-seven per cent. of its weight in coke.

From this discovery has grown up one of the most important enterprises in Montana. The coal veins, situated close to the Park Branch of the Northern Pacific railroad and two miles north of Cinnabar, the terminus of that line, have been opened in ten places and every other day a train loaded with coal is sent

thing most needed for the development of Montana's mining resources. The problem is solved by these mines at Horr, by the mines at Cokedale near Livingston and by those at Red Lodge. Nothing now stands in the way of Montana's rapid progress in mining gold, silver and copper.

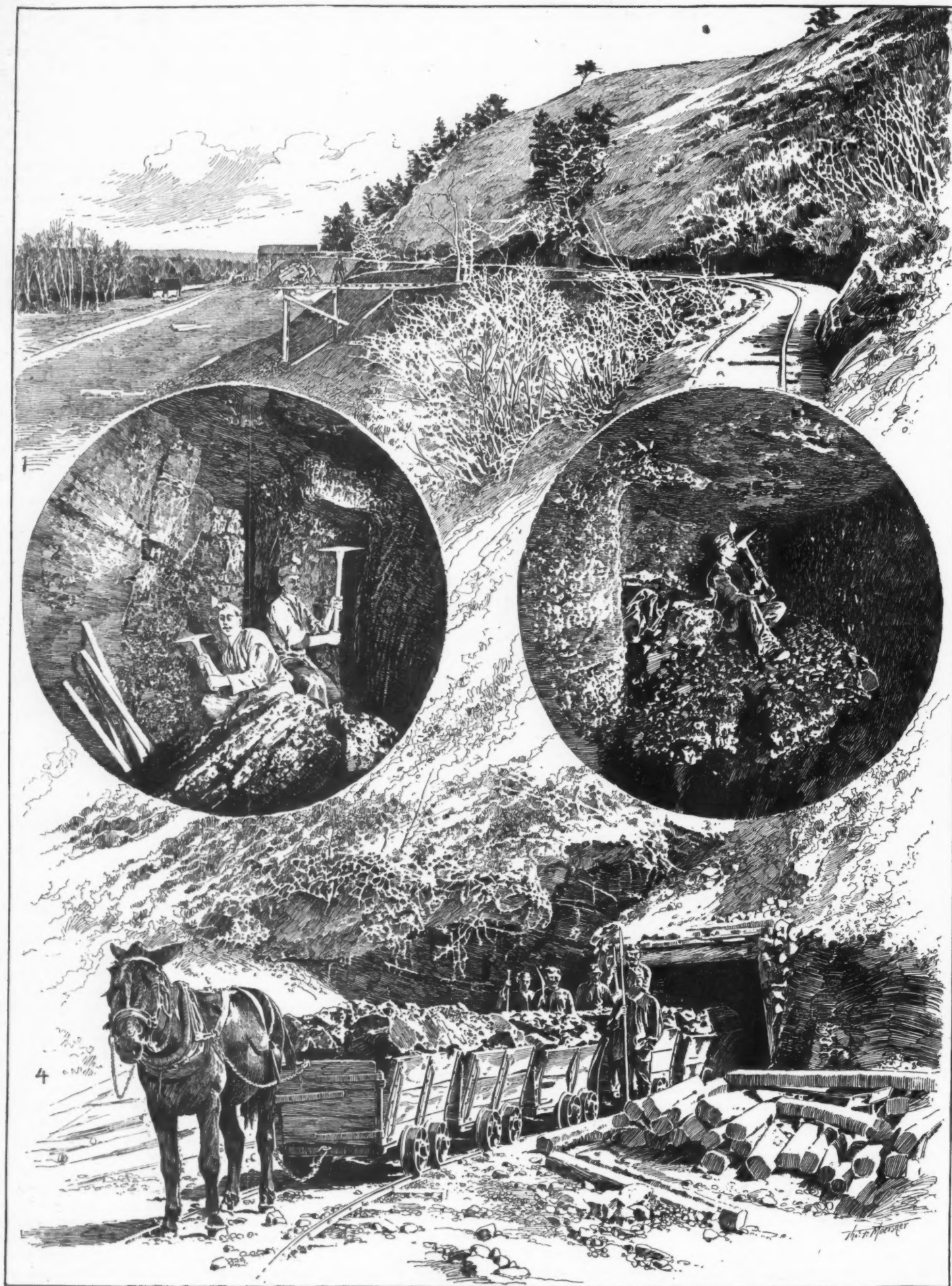
We shall have occasion in a future article to speak more at length and with the aid of illustrations of the Horr mines. Brief mention is made of them here in connection with the resources of the Yellowstone Valley, because of their evident bearing on the question of reduction and smelting works at Livingston, as well as because of their importance to the mining industries of the new State generally and to all forms of manufacturing which require cheap fuel.

WHITE SULPHUR SPRINGS, MONTANA.

We have arrived, and we are glad of it—except when it occurs to us that we have to go over the road again on our return trip. The term "we" is not used in the editorial sense, it includes Dave Marks, of the *Independent* and the writer, who have braved the perils of a stage ride from Townsend to the Springs to testify in a law suit. The distance is forty-two miles and the scenery is of surpassing grandeur, but the

ranch containing one or more broken down reapers, mowing machines, etc., for which no cover has been provided. The second stage of the journey takes one through a canyon about thirteen miles in length, through which a rapid trout creek merrily rushes, and over which there are fifty-seven bridges, which a fellow traveler learned to his regret accompanied by a sum of money which he was obliged to hand over to the man who bet there were over fifty. In going to the Springs this canyon gradually rises to a great height and the passenger has ample opportunity to stretch his legs across the snow-clad hills where the sun is not permitted freely to shine, owing to the heavy foliage of the pine trees on either side. The ride through this canyon from the Springs side was once aptly and tersely described by a somewhat inebriated passenger who had endeavored to sleep. Reaching the stage station he remarked: "Driver, I don't know whether it took you a long while to go over the road or not; but I know you went up and down like h—."

Arriving at the summit a grand panorama of the Smith River Valley is presented to view. Here and there ranch houses dot the scene, a solitary, woodless stream serpentine meanders across the broad expanse, while in the distance appears in all its magnitude, the city of White Sulphur, with its brick and



VIEW OF THE ROCKY FORKS COAL MINES, RED LODGE, MONTANA.

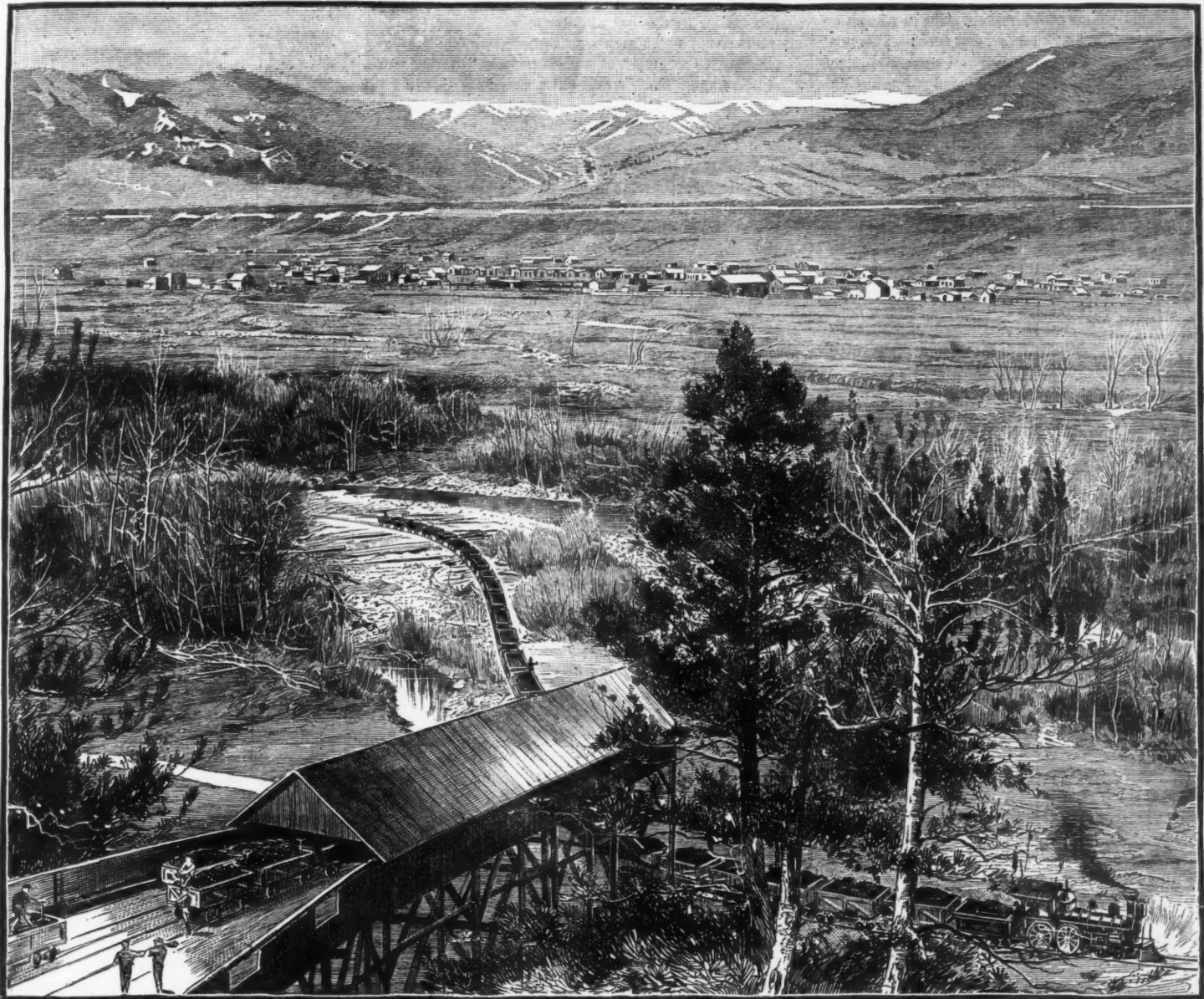
1. Along the face of the bluff, where coal seams have been opened. 2 and 3. Coal miners at work (from instantaneous photographs by flash light. 4. Entry No 4.

stone buildings glimmering in the retreating sunlight. We are told that we are fifteen miles away from the town, but a gradual descent appears before us and we again take our places, knowing that with a fresh four and down hill grade we will soon be at our destination. Fortunate indeed was the writer to secure a firm anchorage for down this declivity, as small stones and ruts keep the coach in constant motion like a cradle in the hands of a vigorous small boy doing the job under protest. The outside passengers rise and fall, the fall being accompanied with exclamations of suitable but unprintable expressions. Poor Dave! we watched his acrobatic feats with compassion, but hardly enough compassion to assent to his

of its architecture, but also in the natural aspects, the mountains on two sides of it being almost similar in appearance. Besides two good hotels, one of brick and three stories in height, it has several fine business blocks. There is also a large brick school house, a stone court house and some pretty cottages. The Sutherlin Brothers, who own the *Husbandman*, have reached that point in their somewhat uphill progress where they own a large brick printing office, nicely and conveniently arranged. All the business men seem to be comfortably situated for the steady trade which follows to them from the miners, sheep and cattlemen. The important attraction of the town, however, are the warm springs, which bubble up in

THE ROCKY FORK RAILROAD AND COAL FIELDS.

As long ago as 1874 coal was found on Rocky Fork, a swift mountain stream which heads in a deep canyon in the Bear Tooth Mountains and after a course of about seventy miles falls into Clark's Fork a short distance above the confluence of the latter stream with the Yellowstone River. The veins cropped out from a hill-side on the margin of a pleasant open valley. The early prospectors believed that the find would have ultimate value and when the railroad was built through Montana in 1882 and 1883 they used to talk about it to the constructing engineers and to directors and superintendents,



VIEW OF RED LODGE, MONTANA.

pathetic appeal to exchange seats. Long confinement and indoor work has made exercise a necessity, therefore we did not soften our heart, but compelled him to take the bitter medicine which we have prescribed. If physicians were to grow faint-hearted and weaken at the cries of their patients, very few cures would be effected.

Arriving at the elegant three story hotel at the Springs our companion was carefully lifted from the coach and carried to his room without being unjointed, although he swore vehemently that he had lost several of his limbs. An inventory, however, revealed the fact that he was intact.

White Sulphur Springs is a substantial city about half the size of Bozeman, and not unlike it in several particulars, not alone in the style and substantiability

the public square devoted to them and are turned into a bath house, where all who visit the town can bathe and be clean if very warm water will accomplish that end. * * * * *

All in all we are not sorry we visited White Sulphur Springs, for here, somewhat isolated from the great artery of travel, we find a host of genuine Montanians, a class of liberal and hospitable people; men who braved the perils of Montana's early existence, now surrounded by their herds and flocks, comfortably situated and happy in the prospects of the future.—A. K. in *Bozeman Chronicle*.

Bozeman, Montana, is turning its attention to the establishment of manufacturing enterprises and is likely to double its population during the next five years.

when they could get the ears of those busy people. The field was remote from the main line, however, and coal had been found near Bozeman, right on the line; so it was impossible for a long time to get attention to the Rocky Fork coal. Besides, the assertions of the discoverers and of later and more careful prospectors, that this coal was genuine bituminous were not credited. Geologists insisted that nothing better than good lignite would ever be found in the Rocky Mountains. "The formation is not old enough," was the dictum with which they always dismissed the subject. The railway men, anxious for good and cheap fuel, believed these scientific experts for a time, and when they were told about the Rocky Fork veins they said, "What is the use of building a branch fifty miles long to find only another lignite

vein at the end of it. We have plenty of lignite between Livingston and Bozeman, and if we want more, why there is the Bull Mountain field which we can reach by twenty miles of track from Huntley or Pompey's Pillar, on the Yellowstone."

A few men who had examined the Rocky Fork coal kept insisting that it was not lignite, no matter what the geologists might say about the age of the rocks, but was just as good bituminous as could be found in Pennsylvania or Ohio. They hauled big chunks of this coal in wagons down to the railroad and shipped them to St. Paul. They had assays made and locomotive tests made to establish the heating qualities of the fuel. The assays showed fifty-nine per cent. of fixed carbon and eighty-nine per cent. of combustible matter, with only three and a-half per cent. of ash and three-tenths of one per cent. of sulphur. There could no longer be any question that here was a first-class steam coal. The next question was as to the thickness and character of the veins, and their situation in relation to a possible railway line. These points were fully met. The veins were found to be from seven to twenty-two feet thick, with very little slate, and their situation was such as to make the mining and shipment of coal exceptionally economical. In these early efforts to bring the coal to the attention of the railway management and to demonstrate its value, especial credit is due to Mr. Walter Cooper, of Bozeman and to Mr. H. C. Davis, of the Northern Pacific Company.

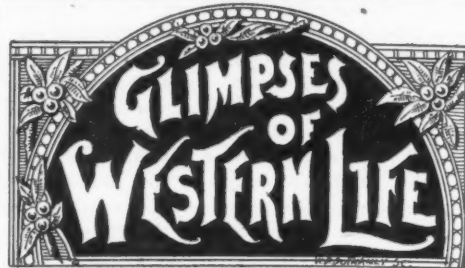
Finally General Manager Oakes was convinced that this was the best steam coal yet discovered in Montana. Gov. Hauser, of Helena, became interested in the project for building a railroad to the mines. Henry Villard and other capitalists offered to support the project with money. The Rocky Fork & Cooke City Railroad Company, initiated by J. B. Hubbell and H. C. Davis, of St. Paul, J. L. Platt, of Iowa and Walter Cooper of Bozeman, became an actuality, and the Rocky Fork Coal Company was organized with capital to open and work the mines. Congress had passed an act in 1888 allowing the road to cross the Crow Indian Reservation, which intervenes between the Yellowstone and the coal belt, but the time fixed for building the road was so short that before the financial arrangements were made it had nearly expired. It became necessary to lay a great part of the track on the sod without any grading, during the months of January, February and March last, in order to get across the Reservation before the expiration of the time limit. The road was surfaced and put into good shape as soon as the spring opened and is now in running order and in busy operation.

The new road leaves the main line of the Northern Pacific at Laurel Junction, thirteen miles west of Billings, crosses the Yellowstone, follows first the valley of Clark's Fork and then that of Rocky Fork, until it almost reaches the foot of the gigantic mountain wall of rock and snow of the magnificent Bear Tooth Range. Its length is fifty miles and its direction is almost due south. At its terminus is the new town of Red Lodge, a picturesque collection of log buildings, with an occasional structure of sawn lumber. Two business streets are already well defined; there is a bank, a hotel, stores of all sorts and the usual complement of saloons found in a Montana village. The Rocky Fork pours a strong broad current of perfectly clear water over shining boulders close to the town, and a half mile distant from the principal street, across a bridge, are the outcroppings of the coal veins and the five levels where the coal is mined. The broad, sunny, grassy valley is one of the loveliest in all Montana, and nowhere in all the Rocky Mountains can more magnificent scenery be found that is afforded by the near range, with its tremendous precipices, its deep, dark canyons, its glittering pinnacles and its immense snow fields. The valley of the Rocky Fork and the larger valley of Clarke's Fork, all the way from the Yellowstone up to the mountains, where they narrow down into canyons, are admirably adapted for small ranches. The land is fertile and can be easily irrigated and the range for stock on the benches and hills is excellent.

At present only the extreme upper ends of these valleys are open to settlement, but the portion of the big Crow Reservation which lies across them in a strip of forty miles wide is soon to be relieved from the Indian title. I saw but four Indian tipis in the whole length of the Rocky Fork Valley. It appears that four Indian families have virtual possession of forty miles of fine country. Nowhere in the world have white men such privileges as our American Indians possess under the reservation system.

The new railroad rises 2,340 feet in its forty-six miles distance, from the Yellowstone bridge to Red Lodge, being an average grade of about one foot in the hundred. It is an admirable line from both an engineering and a traffic point of view. There are no sharp curves and very few cuts or fills. Coming down from the mines a locomotive can haul as many loaded cars as it can haul empties back. The mines are remarkably well situated for economical handling of the coal. The levels, of which there are now five, start into the bluff-side on the outcroppings and good coal is obtained before they are in two yards. At the dump the coal is sorted by machinery into three sizes and the waste thrown away. Ramsey's box car loader and Harrison's conveyor are used, and Adams car mover is employed to bring the railroad cars in position under the dump. The cost of mining is from eighty to ninety cents per ton and the total cost of mining, sorting and loading is less than \$1.25. In time this will be brought down to one dollar, the superintendent thinks. The levels are numbered from one to five. No. 1 is in 550 feet on a twelve foot vein. No. 2 is in 350 feet on a seven foot vein. No. 3 is in 750 feet on a thirteen foot vein. No. 4 is in 850 feet on a twelve foot vein. No. 5 is in 800 feet on a twenty-two foot vein. The distance from one to five is 1,400 feet. The veins pitch an average of seventeen degrees. Practical coal men will readily see from these facts that here is an enormous coal property. The Northern Pacific requires for its own use a large part of the output, so a constant market is assured. Sixty car loads a day, or 1,200 tons are the present working capacity of the mines. The officers of the Rocky Fork Coal Company are—President, C. A. Spofford, of New York; General Manager, J. L. Platt; Superintendent, F. A. White. The building of the Rocky Fork road and the opening of this immense coal field is an important event for Montana. It fully solves the problem of cheap and abundant fuel for smelting ores, for manufacturing purposes for railroad power and for domestic uses.

The town of Red Lodge is evidently going to become an important place. The pay roll of the coal mines makes a large figure in its regular receipts. There is a great deal of good ranching and grazing country along the numerous streams that head in the mountains and, besides, the town is much the nearest railroad point to a large part of the cattle country of Northwestern Wyoming. A large mercantile concern has already been established by the firm of J. H. Conrad & Co. looking to a trade reaching over a wide area of country. The same firm has also established a bank, and both store and bank are under the management of S. C. Hunter. There are good prospects of silver ore in the neighboring mountains. These mountains, which are a prolongation of the range upon which the Cooke City mining camp is located, have never been much prospected and offer much virgin ground for the seeker for precious metals. Cooke City is about sixty miles distant and a practicable but rather expensive route for a high grade railroad has been surveyed from Red Lodge to that rich mining camp. A road will certainly be built to Cooke within the next year, and its route will in all probability be determined by the success or failure of the bill in congress for "allowing the Park Branch of the Northern Pacific to cross the northern edge of the National Park from Cinnabar to Cooke. If the bill passes, there will be a careful survey of the two routes and the more economical one will be chosen. If it fails, then the route from Red Lodge will unquestionably be adopted. The Cooke City ores, which all well-informed Montana mining men know are so abundant that they are capable, with transportation facilities, of building up a second Butte, will not much longer be allowed to rest neglected in their nook of the mountains.



A NATIVE MISSOURIAN.

I don't keah wha' a man is from,
If he has got the game,
Faw human nature's neet and sum
Is everywha' the same.

I've rag'd among the no'th'n thistle,
Clum cliffs in Arkansas,
At Coney Island' wet my whistle,
Got drunk in Omaha.

They've all got good ones who will stand,
And bad ones who will run,
But when I's ax'd to show my hand,
This heah is what I've done—

—Faw instance, I'm out at the Butte,
A puncher tackles me,
And wants a pardner for a "toot"—
"Youns from these parts?" says he.

I answers straight into his face,
"Look heah, my suckin' calf,
I's from a place 'tain't no disgrace,
From Mis-sou-ree! Now laugh."

HUGH A. WETMORE.

The Wild Swan Feeding.

Sportsmen who have visited Sauvie's Island lately, say that the number of swan at present feeding in the lakes there is something wonderful, being much greater than ever seen before. It is said that there are 4,000 on Morgan's lake, and at least 10,000 on Big Sturgeon, and one man says there are 20,000. The swan are feeding on wapatoes, and the canvasbacks and other ducks are getting a share. Mr. Swan goes down and pulls a lot of the luscious wapatoes, allowing them to float to the surface, and then he comes up and draws a long breath, and if any of the wapatoes are in sight he takes them in his bill and washes and rinses them carefully before swallowing them. The chances are, however, that the ducks who have been watching around have pounced on the wapatoes, and without waiting to wash them, have swallowed every one of them, and are sitting at a safe distance, looking as if butter would not melt in their mouths, and waiting for the swan to dig up some more. It is a fine spectacle to see several thousand snowy swan in a lake at work, and it is certainly a spectacle which can be seen in but few places in the world.—Portland Oregonian.

A Novel Full of Love and Sadness.

On the willow-fringed bank of a beautiful stream that had its source in the timber-clad mountains of Eastern Oregon, and wound its devious way through fertile valleys and arid plains to the Columbia River, where it gave up its waters to be lost in the great river as freely as a man gives up his individuality to sink in the bottomless maelstrom of "married bliss," stood a young couple as the twilight deepened into darkness. They were lovers, and they had come to the banklet of the streamlet that they might be in the presence of the soft and mellow influence of the moonlight as it danced and played on the water's surface. The reason of this was that the mushy condition of the moonlight would be in harmony with themselves as they then existed. He essayed to speak; but he had to gulp down something which sounded like a shepherd dog swallowing a sheep's liver. But he spoke. His voice sounded weak and wavering as the wheat market, but he managed to say: "Araminta, my darling, to-morrow I must leave you and go away to the Puyallup hop orchards, there to make a fortune for you to share. I may have to eat sour-dough biscuits in a sheep camp ere I reach my journey's end, and my heart fails me as I think of this possible barrier to our meeting again this side of

the mystic river which flows as steadily and surely on to eternity as the Asiatic paupers flow into British Columbia and drift over the line in a ventilated caddie labeled 'Oolong tea.' Tell me, darling, will you be true to me if I live; will you throw off that gaudy poke bonnet and wear a black straw sundown for my memory if death overtakes me ruthlessly as remorse swoops down on the man who sits in idleness all the autumn and has to utilize his bootjack for stovewood when the winter winds whistle 'Hail! Columbia, Happy Land' through his whiskers? Will you think even of me when I am daring death by taking chances on the hop-poles falling on me?"

She placed her hands upon the shoulder seams of his ducking coat and looked into his face with child-like faith. Her eyes sparkled like a Carbonado diamond and her voice was as clear and musical as a flat cornet as she answered: "Cheer up, Rufus! Cast off this gloomy spell. Be thine self again with spirits as sunny and bright as a landscape chromo. Know you not that a woman's love is faithful to the end, and bids her heart be heavy before impending sorrow like unto nature making the cows bawl before a snow-storm? Kiss me good-bye, and go on your way and when you return bring along a golden grip syrup-can to use as a water bucket in our new home."

He went. He stayed, and in his stead came back a copy of the Puyallup Porous Plaster with a marked paid local telling of his marriage to the belle of the Muck settlement whom he had met at a shindig in Parlor C, of the Slaughter House, Slaughter City.

And what of poor Araminta? Did she droop and linger along till fall and then fade and desert her home forever with the willow leaves that tickled her ear while her faithless lover kissed her good-bye? No. She is still one of the best workers on the ranch, helps her mother right along, and vows that if she ever strikes the trail of that faithless lover she'll make him think that he's an aggravated case of fever and ague and that it is his day to shake.—*Puyallup Commerce.*

What Astorians Raise.

There is not a pound of butter in Astoria. It is expected that two or three rolls will be made in the country during the next month and the balance sufficient to grease bread for home consumption will be brought from England around the Horn. There is also a project on foot to have all children (the only thing raised in Clatsop County) imported from Switzerland or Italy. Our people are too busy to engage actively in supplying the demands for home consumption. Three bunches of radishes and a cabbage were raised in the county last year, and if the weather is good it is expected that the yield this season will be up to the average. There is no trouble, however, to raise h—l in Astoria in sulphurous quantities. Verily, we are a progressive people.—*Astoria Pioneer.*

Lack of Grub and Society.

Far up the north fork of the Nooksack the settlers are mostly bachelors, frequently leaving their claims to look for work so they may subsist on their claims while improving them. When they leave their claims they post notices on the door of their cabin, warning intruders. One notice signed "John Smith" attracts particular attention:

Notice is hereby given that, owing to a combination of circumstances, I am obliged to leave home for a time. My chief reasons for going are a scarcity of grub and a lack of women. Now, therefore, if any man infringes on my right by squatting on my place during my absence, if there are no laws known to God, man or the devil by which I can obtain justice, I will make a law to suit his particular case, and will

heart for any fate, still achieving, still pursuing, booming early, booming late."

Western Society.

A correspondent of the New York *Tribune*, writing from Dakota, says: To understand society in these new cities, it must be remembered that they have been built by every type of energetic man. They contain plenty of people who are used to all the refinements of Eastern life, and whose homes here are maintained in as gentle a style as prevailed in the homes they came from. They contain others, just as rich and just as poor and just as necessary to the development of the community and just as important in the community's eyes as these, who eat beans with a knife and drink soup from all over the spoon with a palpable gargle. But neither the people who have

been gently bred, nor those who came along a la Topsy, can do without the other, and public opinion would not tolerate an attempt at social discriminations. The result of the commingling of all classes is to bring out the manhood and womanhood of all, to teach those who have lacked social advantages, and to create a society devoid of all artificial manners, sincere, generous, hearty. The men do not wear dress suits at dinner or at evening assemblies, and the women rarely appear in low-neck costumes. They all put on the best they have and that is sufficient. It would be possible to describe society here as crude, but that, if true, would be important only to shallow people, who are themselves not in the least important to these Westerners. The great charm of life here is that every man stands on his own individual merits. If he has no merits, he has no standing.

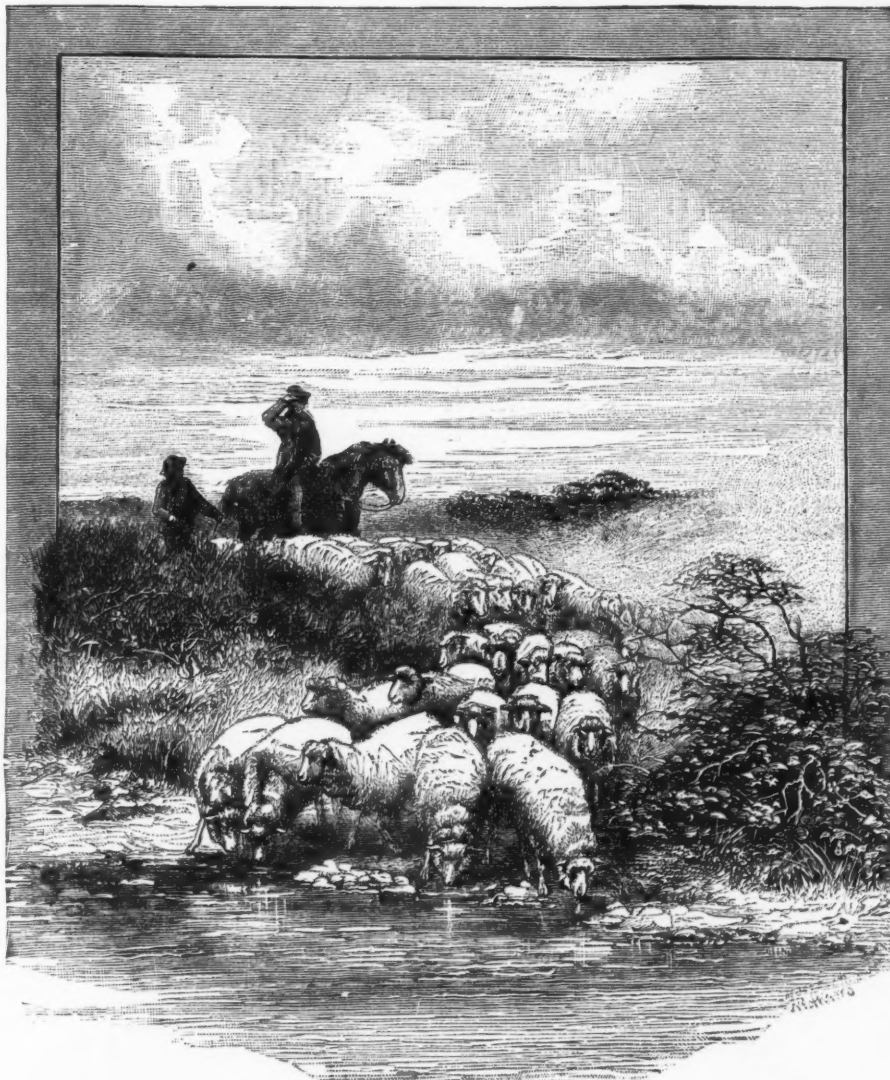
An All-Round Man.

A young man who wants to come and work for the *Pioneer* writes as follows: "I believe I could increase the business of your paper and double the population of your valuable city with only about one summer's work. Can't you make me an offer? You are getting out a good paper, but you must be getting tired. I am the all-roundest job-

printing and advertising solicitor you ever had. O, I tell you, I am a greaser! I understand Mandan has no lake, but oceans of prairie. I would be a prairie flower, and wist not of the watery plain, if I might witness the wild sedge swayed or ruffled at the wind's inconstant will. How much am I offered?" This young man is a dandy.—*Mandan Pioneer.*

The Two-Legged Hog.

Bury the hog out in the woods in a beautiful hole in the ground; where the woodpecker pecks and the bumblebee bums and the straddle bug straddles around. He is no good to this city of push; too unpractical, stingy, and dead, but he wants the whole earth and all of its crust, and the star that shines overhead. Then hustle him off to the bumblebee's roost and bury him deep in the ground; he's no use to us here, get him out of the way and make room for a man who is sound.



A FLOCK OF SHEEP IN THE JUDITH BASIN, MONTANA.

proceed *ex post facto* to adjudge and inflict the same to his utter destruction.—*Whatcom Revell.*

The Boomer's Bazoo.

"Tell me not in mournful numbers that the town is full of gloom, for the man's a crank who slumbers, in these bustling days of boom. Life is real, life is earnest, and the grave is not its goal, every dollar that thou turnest helps to make the old town roll. But enjoyment and not sorrow is our destined end or way; if you have no money, borrow—buy a corner lot each day. Lives of great men oft remind us, we can win immortal fame; let us leave the chumps behind us and we'll get there all the same. In the world's broad field of battle, in the bivouac of life, let us make the dry bones rattle—buy a corner lot for your wife. Let us then be up and doing, with a

FORT BENTON, MONTANA.

Fort Benton has a long and interesting history. Nearly sixty years ago it was the most advanced post in the Northwest of the American Fur Company. A fortification of adobe towers and stockaded walls was

ery, brought from the distant "States." This trade caused large commercial houses to grow up, which controlled heavy capital and laid in stocks for an entire year, during the season of navigation. The frontier town of cottonwood logs rapidly changed its appearance. Substantial buildings were erected,

Montana from the Union Pacific in Utah, and much of the region that used to get goods by steamboat no longer traded at Benton. Afterwards the Northern Pacific was built through the Territory and the old conditions of commerce were entirely changed. Fort Benton found, however, in its growing cattle and



VIEW OF FORT BENTON, MONTANA.

built to protect the daring traders. Once a year a steamboat, starting from St. Louis, pushed its way up the turbulent river, its pilot-house well-protected against the bullets of hostile savages, lurking on the banks, getting aground on a sand-bank now and then and occasionally stopping its engines to avoid a collision with a herd of buffaloes swimming across the stream. It reached the fort after a voyage of five or six weeks, unloaded its stores and merchandise, took on board a valuable cargo of beaver, otter, mink and fisher skins and buffalo robes and started on its easier passage down the river. The commander of the post was of necessity a bold and shrewd man, skilled in all the arts of dealing with the cunning and treacherous Blackfeet and Rees, keeping a mailed hand in a velvet glove, and knowing that his safety in the midst of hordes of savages lay first in making them afraid of him and then in dealing with them fairly.

The gold discoveries in 1862, 1863 and 1864, in what is now Central Montana, changed Fort Benton from a remote fur-trading post to an important commercial town. It was the head of navigation on the Missouri and consequently the nearest point to the mines which could be reached by steam transportation. The one steamboat was multiplied to a fleet; long trains of six mule wagons, received their cargoes of merchandise from the steamboats and started for Alder Gulch, Last Chance Gulch, Pioneer, Blackfoot and all the other mining camps which speedily sprang up along the slopes of the Rocky Mountains. The camps soon developed into permanent towns, such as Helena, Virginia City, Deer Lodge, and others, and Benton still supplied them with food, fabrics, implements and machin-

schools established, churches built, and newspapers printed. The streets of the town presented a strikingly picturesque and animated appearance at that epoch in its history, crowded, as they were, with a throng of miners, Indians, traders and teamsters.

The next epoch in the history of the place was the development of the grazing industry. The great, grassy plains on both sides of the Missouri were stocked with cattle and sheep. Placer mining came to an end in the mountains and quartz mining took its place. A railroad was built into Southwestern

wool business, ample compensation for what it lost in this way. Besides, farmers began to come into the region and to settle in the valleys around the neighboring group of mountains known as the Highwoods and in the broad fertile Judith Basin lying beyond. The old frontier features of life steadily diminished, to be replaced by the comforts and appliances of modern civilization. A large and handsome hotel was built, a court house and a school house of commanding size became the most conspicuous edifices in town, large brick business blocks took the place of the old log structures, a hospital performed its mission of mercy, and the wealthy merchants put up fine residences on the hillslopes, overlooking the tawny flood of the Missouri.

Still another change came with the advent of railroads in Northern Montana. In 1887 the Manitoba Company pushed the long arm of its Montana Extension, from Minot, Dakota, as far west as Great Falls, where it met the line of its ally, the Montana Central, building eastward from Butte and Helena. The Manitoba ran near Fort Benton, not through it as the people had expected, but two miles distant, on the crest of the plateau. To run into the town would have required high grades descending from the plateau to the level of the river and climbing up again. The town was benefitted by the railroad, but the citizens found it inconvenient to get into a bus and ride two miles out to a lonely station whenever they had any business with the road, and they began to look with friendly eyes southward towards the Northern Pacific, which had long before projected a branch from Billings to Fort Benton. Besides, the Manitoba and the Montana Central proceeded to develop a new town



FORT BENTON—GRAND UNION HOTEL.

above the falls of the Missouri to which they gave the name of Great Falls, and which made a rapid growth. The old, historic town at the head of navigation was naturally jealous of this new place only forty miles away. This feeling is wearing away, of late. The Fort Benton people see now that Great Falls was an inevitable sequence of the railway enterprises in Northern Montana, and wasting no time in recriminations they are addressing themselves with much energy and intelligent purpose to the development of their own resources. Nothing can take away from them the great advantage of their position at the head of navigation on the longest river in the world. The country necessarily tributary to their town is rich in varied resources which have scarcely been touched by the hand of enterprise. A railroad to the south through the Judith Basin to the Yellowstone Valley and the main line of the Northern Pacific is now practically assured, for the surveys are actually in progress, and a railroad to the north to connect with the Canadian Pacific is a strong probability of the near future. Such a road would reach the Lethbridge coal mines, in Alberta, and would pass by an undeveloped coal field on the American side of the International boundary of equal value so far as the quality of the coal is concerned with the Canadian field.

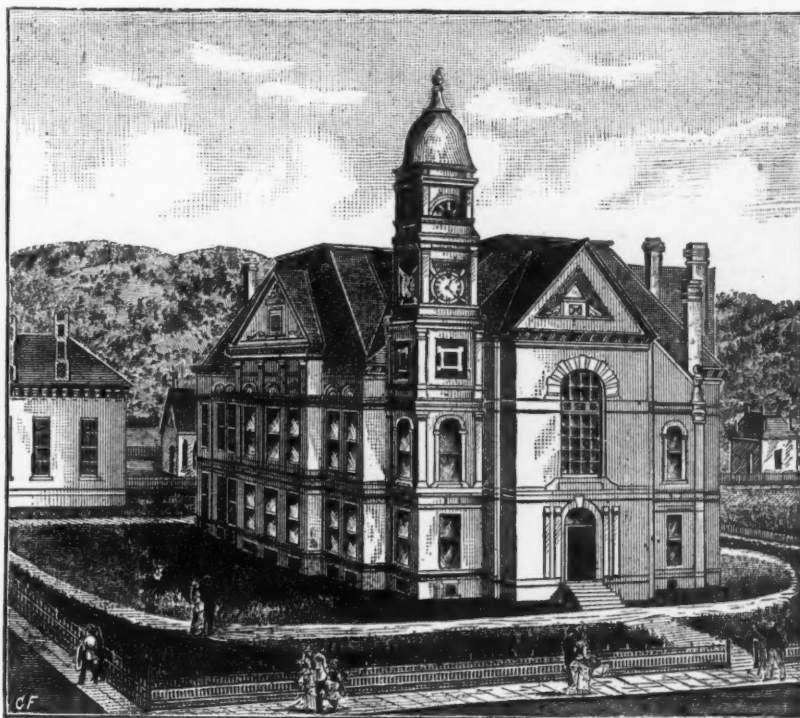
Fort Benton is ambitious to become more than a prosperous county-seat town and the center of an extensive grazing and farming country. It believes that its situation at the head of navigation on the Missouri has a greater significance for the future than is now apparent to people who do not look beyond present conditions. A large commercial city stands at the head of navigation on almost every important river in the world. Why should the Missouri be an exception. The country on its upper course is very new. Much of it was only freed from Indian title a year ago. It has great possibilities of development. New towns will spring up along the river and be connected by steamboat lines with Benton. With the better settlement of the older regions of Montana and the constant growth of the important freight-producing industries, mining, wheat-growing and stock-raising, the great water-way, which reaches from the Missis-

sippi point out the present advantages of the region for immigrants. They have a Board of Trade composed of all the active business men, which welcomes new comers and points out to them localities where they can find free and fertile Government land for homesteads and pre-emptions. The Board is now combatting in a very practical way the old notion that the thickly-grassed plateau along the Missouri is only valuable for grazing. It lately broke up and seeded in wheat ten acres of land about three miles from the town, and in sight of the railroad, to show that wheat

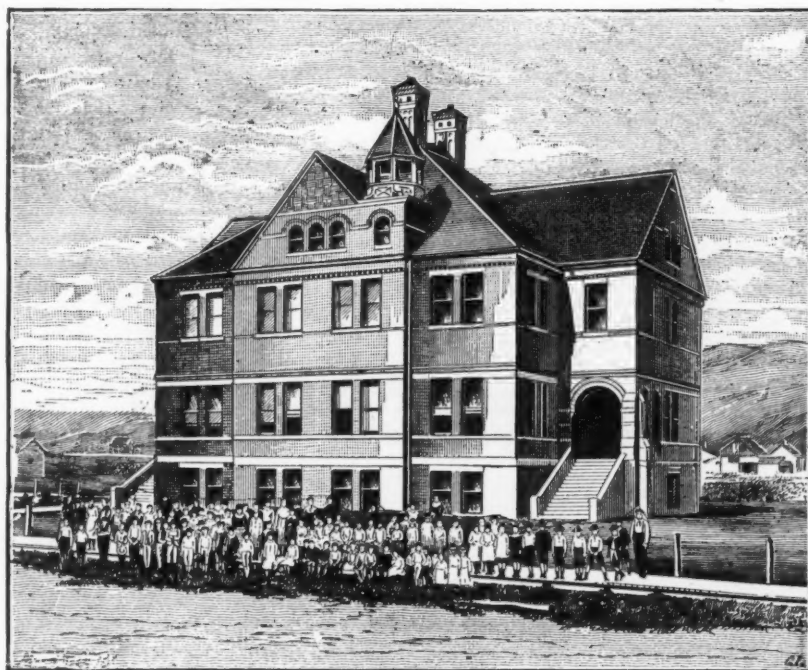
until the experiment has been applied to a large region of plains country. That wheat will grow along the base of the Highwoods, the Bear Paw Mountains and the Little Rockies, all mountain groups in sight from the highlands that border the Missouri at Fort Benton is not a matter of theory, for abundant crops have been raised in those localities for several years. If it can now be shown that the broad rolling plain of Northern Montana, stretching up to the base of the main Rocky chain, is also a farming country then this mountain-rimmed basin, of which Fort Benton is the center, must speedily fill up with a large agricultural population.

The average elevation of this basin is about 3,000 feet while that of the old agricultural valley of the Gallatin is 4,500 feet and that of Helena is 4,838. Its mean winter temperature is but slightly below that of Chicago and is considerably higher than that of St. Paul. The ranges of the Rockies, beginning about a hundred miles west of Fort Benton are comparatively low, so that this region gets a liberal share of the climatic effect of the Chinook winds that blow from the Pacific Coast, and extend their influences as far east as the western part of Dakota. One fact exemplifies the mildness of the climate. Tomatoes, musk melons and water melons are successfully grown near Fort Benton, and are raised nowhere else in Montana save on the Lower Yellowstone Valley and in the Bitter Root Valley, in the western part of the Territory, which has also a low altitude. The abundance of wild fruit shows that garden and orchard fruits can be raised. A writer in a pamphlet recently published by the Fort Benton Board of Trade says on this theme:

"In the matter of small fruits there has been very little attempted, but every well directed effort has met with phenomenal success. Strawberries, raspberries, currants, gooseberries and huckleberries are found growing wild throughout this section, in many places in abundance. There are also other native berries, peculiar to this section and climate, that grow everywhere along the streams in great profusion. Among these may be mentioned the service, or sarvis, berry and the bull-berry, which grow upon bushes from five to twelve feet high; the latter grows in clusters, is about the size of the currant, bright red in color, and is very sour; it makes a jelly equal if not superior to the world renowned guava. Wild cherries grow everywhere along the streams. In several



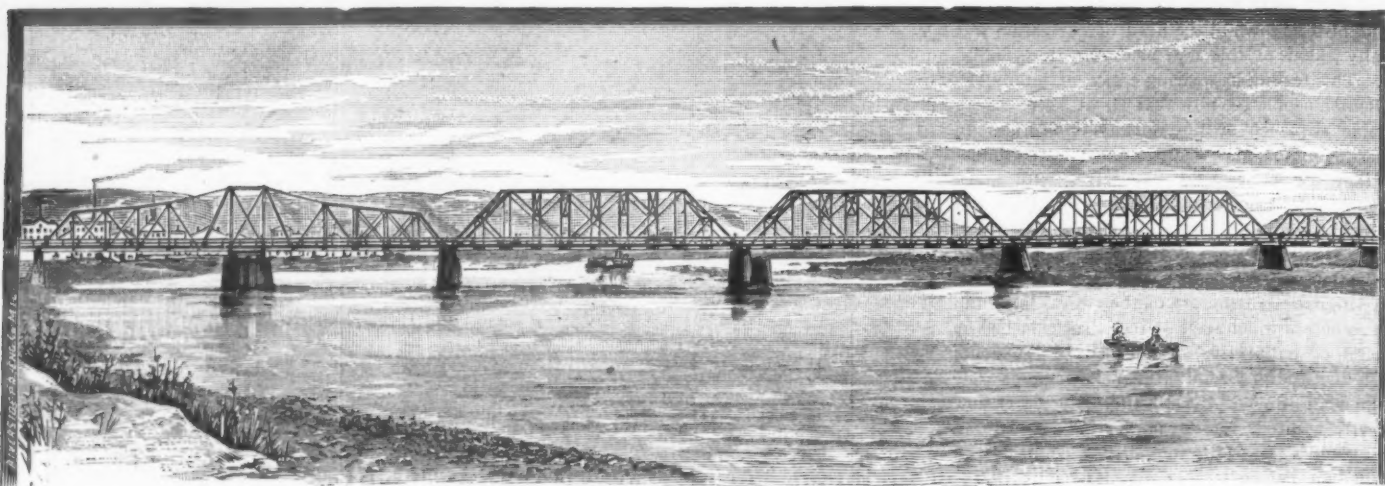
FORT BENTON.—THE COURT HOUSE OF CHOTEAU COUNTY.



FORT BENTON.—THE PUBLIC SCHOOL HOUSE.

sippi Valley almost to the foot of the Rocky Mountains, will be more and more employed for transportation. All freight that seeks this water-way must come to Fort Benton. This is in brief the argument of the business men of the town. While looking thus far into the future, however, they do not forget to

will grow there, and sunk a well to demonstrate to settlers that water is found in abundance at a moderate depth. The plan is to give the field and the well to some settler for a homestead and then to sink another well and plow another field a few miles further away and to keep up the process year by year



FORT BENTON.—WAGON BRIDGE OVER THE MISSOURI RIVER.

portions of the Territory—notably in the Judith Basin, 100 miles east of Fort Benton, and on the streams of the Bear Paw and Little Rocky Mountains, the wild plum is found, and we have seen wagon loads of them brought into the Benton market.”

The country tributary to Fort Benton has the varied resources which go to the building up of a large commercial and manufacturing town. Bituminous coal is found at almost every point of the compass within a radius of fifty miles from the place—on Belt Creek, on the Milk River near Fort Belknap, on Birch Creek, a tributary of the Marias, and at Sand Coulee. Placer gold is mined in the Little Rockies, east of Fort Benton and in the Sweet Grass Hills, nearly due north. These diggings are new and as yet but little developed, but considerable gold is taken out by the old primitive methods of the sluice-box and hand labor with pick and shovel. Silver ore is mined in the Little Belt Mountains, southwest of the town, and when a railroad is constructed through the Judith Basin along the base of that mineral range there will be a rapid development of this industry. Ledges of handsome veined marble have been discovered in the Sweet Grass Hills. The cattle sheep and horse raising industries are capable of great expansion, especially on the fine grazing lands lying within the former limits of the great Indian reservation north of the Missouri, recently thrown open to settlement. Fort Benton is already one of the great wool shipping points of the West and has thoughtfully made provision for holding and increasing this traffic by erecting a warehouse with concrete walls, to store the wool in a cool atmosphere, where it will not lose weight. Wheat farming has long since passed beyond the stage of experiment.

There are now stored in a warehouse in Fort Benton nearly five thousand bushels of as good number one hard wheat as even Dakota can produce, raised in the valleys or on the mountain slopes near the city last year. A flouring mill is now in process of erection which will be a strong incentive to farmers to increase their wheat acreage. Thus far Montana consumes all her wheat product and it is therefore important that there should be milling facilities in the vicinity of the farming districts. All farm products bear a better price in Montana than in the East from

the fact that there is a home market for them in the mining towns and camps where consumers are numerous and there are no producers of food articles.

There are two banks in Fort Benton. The First National, with a paid up capital of \$100,000, has a surplus of \$75,000. Its officers are W. G. Conrad, President; C. E. Conrad, Vice President and Jos. A. Baker, Cashier. The Bank of Northern Montana is a strong private bank, owned by Collins, Duer & Co., the partners being T. E. Collins, C. E. Duer, and the two Hershfield brothers, of the Merchants National Bank, of Helena. The Fort Benton River Press is a daily and weekly newspaper and stands in the front rank of Montana journalism for news-gathering enterprise and editorial ability. The leading hotel, the Grand Union, speaks for itself in the picture on another page. The principal mercantile firms are T. C. Power & Co. and I. G. Baker & Co., general merchandise, both old and strong concerns, closely identified with all the early history of Montana; H.



FORT BENTON.—CATHOLIC HOSPITAL.

J. Wackerlin & Co., hardware; Gans & Klein, wines and liquors and also clothing; W. J. Minar, drugs, and Jos. Sullivan, harness and saddlery. The city has a good system of water-works and electric light.

Intending settlers who want to learn more about Choteau County, of which Fort Benton is the county seat, and of the business advantages of the town itself, should address C. E. Duer, President of the Board of Trade, Fort Benton, Montana. The Board is a live institution and is making a vigorous effort to develop the country.

PALOUSE RIVER FALLS.

Following the bank of the river we started to find the falls. The river is hemmed in on both sides by solid perpendicular rock hundreds of feet high, with here and there an opening by which one may descend to the water. As one follows the path and looks over the water so far beneath it looks like a silver thread almost buried from sight in the solid rock. Soon the spray is seen and a roar of water is heard, and rounding a point the eye is met with a scene that challenges description. A hundred or more feet below us the water of the Palouse River bursts through an aperture seemingly four or five feet wide, and then falls another hundred feet or more into a basin below. The effect is grand. The mighty rocks stand like an invincible fortress against which the waters have dashed until they have burst through and go on raging and foaming at the delay. So great is the distance and so green are the cliffs with moss that the

eye soon wearies of looking, and one must turn away for rest, but it is only for a moment when the face is irresistibly drawn towards the falls. I have seen the Bridal Veil on the Columbia, but there is no comparison for grandeur and beauty between them. The falls of the Palouse bursts forth in a mighty volume and falls in a solid body of foam and irregular ridges that circles about the moss. It is a beautiful sight and pays one well for the ride though it be through rocky defile and over steep hills.—*Ritzville (Wash.) Times.*

A START IN LIFE.

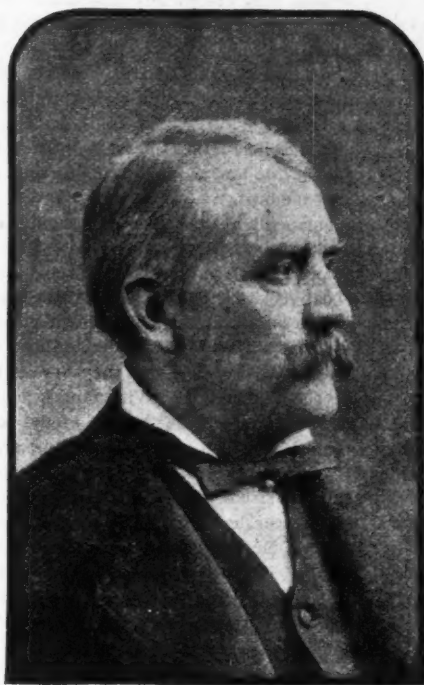
Capt. C. S. Reinhart, an enterprising citizen of Goldendale, Washington, advertises as follows: “Mothers, fathers, husbands who intend to be-

come fathers! Look at this offer and weep for joy. I will give to the first child born in my new addition to Goldendale, one lot on the principal street, just as soon as I can ascertain the name of said child, and I don't care whether it is born in a manger or in the open air. I do know the offer is free to all, and open to any competitor. Those of you who are thinking seriously of having one will do well to grasp at this offer for every child is not born with a full-sized town lot in his mouth.”

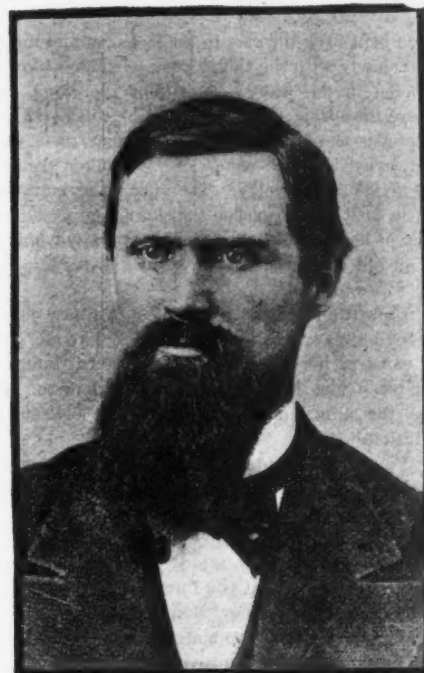
GREAT FALLS, MONTANA.

I visited the new town of Great Falls on the fourth of July, last summer. Another visit was made about the middle of April, by the courteous invitation of General Manager Shelby, of the Montana Central railroad, and the trip was extended to Fort Benton, by the kindness of Allen Manvel, General Manager of the Manitoba road. At Great Falls I found many evidences of progress. A large public school house has been built of brick, in as handsome a style as the new ward school buildings in Minneapolis. I noted two new churches and several business blocks as among the results of last season's building work. One of the blocks is built of red sand stone quarried near the Black Eagle Fall. This stone appears to be fully equal to the Bayfield stone of Lake Superior, much used in the Twin Cities.

A count made last fall showed 2,700 inhabitants in the town. Trade appears to be moderately active. Many farmers have taken up Government land in the vicinity and a considerable acreage has been sown to wheat. The question of whether wheat can be depended on for a sure crop year after year without irrigation is still a mooted one. The new comers take the affirmative side, and point to last years' uniform success and to Paris Gibson's field near the town on which he has raised a crop for seven successive years, getting one year as high as thirty bushels to the acre and never in any year getting less than twelve. The old Montanians prefer to depend on ditches, and while you are assured in the town that irrigation is unnecessary you have only to cross the Missouri and drive a few miles to see the end of the big Sun River ditch, which is thirty miles long and supplies water to many thousands of acres. Probably this year will afford the crucial test, if it should be a dry season, as is highly probable after the remarkably wet spring and summer of 1888. My own opinion is that on considerable areas of the plateau which is surrounded by the Little Belt and Belt Mountains, the Little Rockies and the Highwoods, fair crops of wheat and oats can be grown by deep plowing two years out of three without any irrigation. There must, of course, be a clay subsoil. The average annual rainfall is only twelve inches, but much of it comes in June when most needed to start the growing crops. Even if bench farming should not prove a permanent success there is plenty of room for settlers in this region to make homesteads near the streams and take out small ditches, and there is no finer cattle and sheep country in all Montana. I can speak from personal knowledge of the Highwood Mountain district and of the Judith Basin, lying south of Great Falls, as very



HON. PARIS GIBSON, FOUNDER OF THE CITY OF GREAT FALLS, MONTANA.



HON. T. E. COLLINS, PRESIDENT FIRST NATIONAL BANK, GREAT FALLS, MONTANA.

attractive regions for small farming combined with stockraising. There is also much fine valley land along the Missouri between Great Falls and the Gate of the Mountains. A new town called Cascade has sprung up during the past year on the railroad just opposite the Chestnut Valley and the mouth of Smith River. The cow-boy artist Russell lives there during the winter months painting strikingly animated pictures of range scenes and Indian life. When May comes he shuts up his studio, mounts his broncho and rides the ranges with his cow-boy comrades.

The Great Falls smelter, located near the Giant Spring and the Rainbow Fall, five miles below the town, is now running two furnaces on ores brought from points west of Helena. When the near ores of the Little Belt Mountains, where the Nelhart and Barker mines are situated, are reached by railroad transportation, the works will be enlarged to correspond with the original plan. They are in admirable order at present and appear to be carefully managed. The Montana Central has surveyed a line to

the Little Belts and the Northern Pacific has just ordered a survey from Billings to Fort Benton of a line that will skirt the base of that mineral range. With both these projects on foot the smelter managers are confident that in another year they will be able to get all the ores they can handle, and will be relieved from the disadvantage of buying western ores in competition with the Helena smelter.

Great Falls offers to the tourist, first, the largest and most comfortable

hotel in Montana; second, a wide and inspiring landscape over plains and river to distant snow-capped mountains, and third, one of the most interesting excursions on the continent—the drive of twelve miles along the bank of the Missouri to the Black Eagle Fall, the Giant Fountain, the Rainbow Fall, the Crooked Fall, and finally, the Great Fall, where the river makes its last leap of eighty-seven feet. The falls vary in beauty and grandeur, as they do in height; the Rainbow being the favorite of tourists, from its symmetry and from the fact that it can conveniently be seen from below, as well as from the top of the cliff. The enormous spring, sending forth a volume of water sufficient in itself to make a good-sized river, would be worth a long journey to see if there were no other natural wonders at the place. Returning to the town the visitor should not fail to drop into the office of the town-site company, where there is a very interesting collection of minerals, agricultural products and natural curiosities, and where fac-similes of the original Lewis and Clarke maps are shown. Mr. Paris Gibson, the founder of the town, is always an interesting and courteous exponent of its advantages and of the resources of all the surrounding country.

Great Falls has two daily newspapers, the *Tribune* and the *Leader*, both edited by able men. There are two banks, with ample capital. A dam across the Missouri furnishes power for a flouring mill, but this dam is regarded as but a small affair and is only the forerunner of an immense solid structure to be erected near the Black Eagle Falls for future manufacturing enterprises. The stores are large and carry heavy stocks. The citizens are wide-awake to the interests of the town and have unlimited faith in its future development. In its present appearance Great Falls is an exceedingly creditable result of efforts first begun as recently as 1884.

THERE is one noticeable peculiarity in all people who have lived a few years in Montana—they don't want to live anywhere else. They have no idea of moving farther West. They are entirely satisfied with Montana. If they grow rich they may go East to spend a winter, but they are sure to return to the mountains. It never enters into their plans of life to make a permanent home elsewhere. Whatever may be the causes of this strong local patriotism—whether the scenery, or the pure air, or the intelligent, friendly population, or all combined, its existence is apparent.



GREAT FALLS, MONTANA.—THE PARK HOTEL.

A STORY OF THE MINES.

BY MAUDE MEREDITH.

He bent back the oars in the locks, and let the skiff drift slowly with the tide. Long, slender willow tips dabbled in the water's edge; and, here and there, where the spring floods had torn the soft earth away great masses of red and yellow fibrous roots tossed and swayed in the water, like the silken tresses of mermaids at their play. The tide made murmurous music as it softly washed the shore, and a clamorous flock of black-birds called from the gnarled branches of an old oak, standing waist-deep in the low-growing willows.

"I'll settle this matter with Will Walters" he said, clenching his hands. "You used to like me, before he came in here, the sneaking Eastern interloper. I'll teach him that we've men enough here. He'll find the mines ain't healthy for his delicate constitution."

"You need not blame Will Walters, he has nothing to do with my decision, James Gear," the girl answered.

"It's all very well for you to say that, but you know he has everything to do with it."

"James Gear," she said leaning forward in the boat, "I am sorry that you force me to repeat it, but I wish you to understand that I should never, under any circumstances, have married you. I have liked you well enough as an acquaintance, have enjoyed your company, for you are very pleasant and entertaining, but further than that I have never cared for you." Then seeing the look of real pain on his face, she went on. "It is not your fault. There are other girls, just of the nicest, who are, as you know, greatly attracted toward you."

"But you never told me this. It is only since Will came—" "How could I tell you when you had never asked me?" Rose Hawthorn answered, laughingly. "I might turn the tables and say you used to be nice to me, and never asked me troublesome questions, or quarreled with me before Jennie Heck, for instance, came." "Oh, nonsense," Gear cried, with an impatient motion of the hands. "That has nothing to do with the case. I have never even called on Jennie, and you go everywhere with Walters."

"But you see," argued Rose, smiling, "Jennie can not ask you; you would not be so uncourteous as to refuse if she did."

"This is nonsense, Rose," he answered angrily, swinging his oars about and giving the boat a vicious lunge ahead. Then resting forward on them he gazed sternly in Rose Hawthorn's eyes, as he said slowly and bitterly, "I care nothing for any girl but you, and you know it, but you love Will Walters."

Rose's fair face flushed, and her eyes widened painfully, and she threw up her hands as though to avoid a blow.

"James Gear," she cried "you have no right to talk to me in this fashion. Take me home."

"That depends," he answered, setting his lips firmly, as an ugly scowl gathered on his brow, "I seem to be rowing this boat. Perhaps I'll take a notion to throw off the oars and let her float. If you can't find it in your heart to live with me, perhaps you might consent to die with me."

"Now you are talking nonsense," she said, "but as we can't agree and do not enjoy the ride, I should think you would be glad to get home as soon as possible."

"Perhaps not," he answered turning the oars again in the locks, and folding his arms.

Rose sat in silence for what seemed an age to her, then rising cautiously she said, "If you will please change seats with me, I will row."

"Oh, tip the boat over if you want to," he growled tauntingly as she tried to steady herself in a standing position. "I can swim, you needn't think I should mind. We're not a quarter of a mile from shore, and I can swim three times that far."

"Will you let me row?" she asked again, steadily.

"No!" he growled savagely, "sit down and keep still."

They were now well into the current, that just at

this point dashed around a jutting corner of one of the many islands that everywhere dotted the river, and were drifting at a rate that was dangerous at this particular place.

"James," Rose said a trifle shaken, "we are drifting right into the rocks here at the corner of No. 10. Please take the oars."

To this the insolent fellow made no answer, but sat staring down into the widening ripples sent out in the wake of the boat.

Carefully balancing herself, Rose stepped forward, stooping to take the oars.

With an angry exclamation Gear sprung to his feet. The boat rocked and dipped, and little waves dashed over the edges, and trickled down into the bottom of the boat. That Gear intended to throw her out she could not believe, but that they were in terrible danger she felt certain. With a quick motion she attempted to sit down in the bottom of the boat, but like a flash Gear caught her in his strong arms, crushing her close to his breast. With a hollow grating sound the boat struck on the rocks, swayed about, lurched, and, as Gear, holding Rose fiercely, showered kisses upon her face and hair, they swayed and plunged into the swirling water. Even here Gear held firmly his clasp with one arm, while he tried with his other hand to keep their heads above water.

"Promise to marry me," he gasped, between his strokes, "promise, and I'll save you." "No, no." Rose cried despairingly, as she saw the boat float out of sight around the bend.

In and out of the water Rose felt herself carried, then the current caught them and dashed them against jagged rocks, and she was dimly conscious of hearing a wild shout, then she knew no more.

From Gear's nerveless arm she slipped just as a boat containing two young men and an English retriever shot around the point. Will Walters, one of the men, sprang into the river and caught her sinking form. A few strong strokes and his companion lifted the limp burden from the water and laid her down in the boat.

Gear was floundering slowly toward the boat, one arm helpless, where it had been crushed against the rocks. Rodgers, Walters' companion, held an oar to Gear, saying our boat won't carry four but we will get yours and I will row you home."

Walters crawled over the side of his boat, and gathered Rose up in his arms, chafing her wet hands, calling her wildly to come back to life again. Gear watched him with white set face, and eyes that flashed fire. A moment later the capsized boat was overtaken, righted, and the oars drawn in. Then Rodgers sprang into the boat, and helped Gear over the side. Rose soon rallied, and, sat up in the boat,

shivering slightly, although Rodgers had wrapped his coat, warm and dry, about her.

"How did it all happen, Miss Hawthorn?" Walters asked anxiously.

Rose shuddered, and glanced back at the other boat.

"Never mind," he said tenderly, "I don't wonder you can't bear to talk of it yet. But I can never be sufficiently thankful to think Rodgers and I took a notion to go duck-hunting to-day."

Rose smiled, a wan ghost of a smile, and they rowed on in silence. Once at home, Rose was nursed back into health again, and the matter was given very little attention.

**

A new mine had just been opened, and excitement was at fever heat, and, as in all such cases, human life was held in less reverence than in the staid old towns of the East. In every miner's cabin, and there were no other dwellers in this new town, men sat about the tables and talked excitedly of "shafts" and "lodes" and "levels;" of "drifts," and "pockets;" and about the rude bar, men drank heavily, betting their last dollar on the prospects of this or that mine.

Jared Hawthorn had just struck the finest lode in the "diggins," and the promise of future yield was flattering. Will Walters had shown such energy, and withal such executive ability, that he had been hired as overseer of the new mine, and very soon after Gear met Mr. Hawthorn on the winding path to the mine, declaring he could not work for Peters any longer, and begged for a place, temporarily, at the new shaft. The demand for workers was always in advance of the supply and he had no trouble in getting the position. For a week everything worked smoothly at the mines.

A soft mid-summer evening rested over the earth, when Will Walters, running up to the house to see Mr. Hawthorn on some matter concerning the work for the following morning, found him engaged with a shipper, and Rose came out to chat with him while he waited.

"The evening is lovely, Miss Hawthorn," he said "will you walk with me across the bluff to watch the moon rise beyond the river?" Rose slipped her little brown hand through his arm, and together they wandered away. An hour later when they returned, there was a glad light in the young man's eyes, and the soft color had crept up and crimsoned the fair girl's cheeks.

Jared Hawthorn sat alone, now, under the rude porch, slowly smoking his evening pipe. "I came over this evening, Mr. Hawthorn," Walters began leading Rose to her father's side, "to see you regarding Hilton and the mine, but—" and he hesitated, his voice shaking perceptibly, "but I have been ask-



"IF YOU CAN'T FIND IT IN YOUR HEART TO LIVE WITH ME, PERHAPS YOU MIGHT CONSENT TO DIE WITH ME."

ing Rose to become my wife, will you give us your blessing?"

"Why, bless us!" The old gentleman cried springing to his feet in astonishment.

Rose laid her hand softly on her father's arm, and whispered, laughingly, "no, no papa, bless us, instead."

"Why, certainly, certainly, but, why! Rose, child, you—you—ain't old enough to get such notions into your head. Dear me! you're nothing but a child yet."

"I am eighteen, you know, papa," she answered demurely.

"Eighteen!" shouted her father, "eighteen? It can't be possible! Well, well, bless us. Yes, go on in and tell your mother."

Smiling back at her lover, Rose ran into the house, and left him to talk business on the porch with her father.

In the early gray of the following morning Rose sprang from her pillow pale and trembling. "Oh, what a horrible dream!" she moaned shuddering, "and oh, how terribly real!" She pressed her cold hands against her temples and closed her eyes. Again she shuddered. "I can see it all again so distinctly the moment I close my eyes" she whispered. Then rising she walked to the little window. "I stood right here, and saw them both walk by, Willie, my Willie, and James Gear, and I seemed to float right along down the road after them, and saw Will slip his foot into the noose, and cry out so cheerily 'cast off,' and Gear began to turn the windlass. Oh, how ugly he looked. What a demoniacal scowl swept over his face as Will went down out of sight. I saw him take a dirk from his belt, saw him draw the sharp blade across the coiled rope, again and again, and turn the windlass slowly, slowly, then the rope began to separate. Oh, heavens! How Will did shriek. The sound will never leave my ears, and I knew he was dashed to death on the rocks below. What a terrible, terrible dream!"

Rose pushed the hair back from her face and peered out into the gray of the early morning fog. The sound of footsteps attracted her, and from some strange nervous impulse she dressed hastily, glancing out again and again. A man passed hurriedly by with some piece of machinery used in the mines. Rose told herself that she was foolishly nervous, but the room seemed oppressive, and arranging her hair, she crept softly down stairs and out into the little garden at the end of the house. Walking carelessly down by the rows of corn she heard the sound of voices, and parting the long lance-like leaves she peered out. Will Walters and James Gear were passing. Swiftly she fled back to the house, and ran up to her room. From the window she could see the young men, Will carrying a package in his hand, and James, with a long coil of new rope over his shoulder.

"Oh, it's all right," she whispered to herself, "they are going down so much earlier this morning in order to put a new rope on the windlass, and make ready for the extra work before the hands come." But as she stood there her dream again returned to her remembrance, and she shuddered and pressed her hands over her eyes. Again she shuddered.

"I would follow them if I could make an excuse," she moaned aloud, "Can I, I might run down round the bluff and come up from the other side, as tho' I had been out for an early race in the fresh air," and catching her hat with trembling hands, she flew down and out of the house, through the oak trees, and around the bluff on which the shaft was sunk. Snatching here and there at a cluster of purple fox gloves; long sprays of white clematis, and again a bunch of pink phlox, Rose had a great handfull of wild flowers before she turned the rise of ground that brought her in full sight of the shaft. The new rope had been adjusted, and, Will, standing with his back toward her, slipped his foot into the noose, swung himself off over the gaping black mouth of the shaft, crying, cheerily "Lower off." The heavy windlass creaked, and slowly Walters disappeared down the shaft. Rose hesitated, flushing hotly. "What if James Gear should catch me here," she asked herself, and was turning away, when she saw Gear draw a



"FROM THE WINDOW SHE COULD SEE THE YOUNG MEN."

gleaming dirk from his belt. With eyes wide with horror she stared at him one moment, then with swift noiseless steps she crossed the intervening space, and was almost at his elbow when Gear drew the sharp blade across the rope, again and again, and she knew that a turn or two of the ponderous crank would bring the nearly severed rope off the cylinder, where Walter's weight would sever it, and he would be dashed to death on the rocks at the bottom of the shaft.

With a quick spring she darted forward, and caught the crank in both hands. "Quick! quick!" she cried help me draw him back, quick! there is not an instant to lose!"

Taken so by surprise, Gear obeyed her, and lent his strength to the creaking crank. As Walters came slowly toward the surface he called out to know what was wrong, and Rose answered her voice husky with emotion, "Oh, Will, come quick! Papa, papa, hurry, papa wants you."

"What is it Rose?" he cried bounding from the edge of the shaft.

"It's papa," she said, "let's run," and taking her hand they ran away together, not heeding the questions that Gear called after them.

It was only when they were safe inside her father's house that Rose gave way. Then she threw herself onto the rude lounge and fell to weeping hysterically.

Mr. and Mrs. Hawthorn were aroused and hurried out to see what caused the disturbance and, Rose, drying her eyes sat up and told them, in broken sentences, as best she could the history of the morning.

"Poh! poh!" said the old gentleman, "nonsense, child, your dream was a nightmare and made you nervous. Gear's all right. The blackest kind of a villain would hesitate to do such a deed as that." "But will you look at the rope?" Rose asked, almost convinced against the testimony of her own eyes. And please make some excuse, that he may not suspect me."

Mr. Hawthorn drew out an immense red bandana, folded and tied it over one eye.

"Look as tho' I had a bit of gravel in my eye?" he asked grinn'ing, as he peered from the uncovered one.

Together they walked down to the mine. Gear sat by the windlass.

"Put on a new cable did you?" Hawthorn queried, peering around, "Got the rope Givern brought over yesterday?"

"Yes" Walters answered, slipping his foot into the noose, preparatory to being lowered down, "The old rope was hardly safe. It will do for short distances on other shafts." "You'll have it ready by the time to begin work" he asked anxiously, "This blamed eye has put me back" putting his hand over the bandage.

"Did you hurt your eye?" Gear asked with seeming interest.

"Er," nodded Hawthorn. "Crank work all right?" he questioned putting his hand on it and turning slowly. Gear attempted to draw away his attention, and failing that to remove his hand, but to no effect. Surely, tho' slowly the crank came round, and disclosed the rope that had been concealed by being on the under side of the cylinder.

"Ha! what's this, Walters? Hold on! you got a bad piece of rope. See here," pointing to two long diagonal gashes that had all but severed the rope. "That's careless!" he said storming about, "Walters, you are the overseer, you must look sharper than this. Good thing I've got one eye left, or you would have been a lump of jelly at the bottom of the shaft by this time, if I hadn't come out here. Now, boys, hurry on that old rope again, and we'll get the trucks into shape before the hands get here."

Law does not always take the usual slow, round-about course, in these new towns, and that evening a deputation consisting of every man in town, headed by Jared Hawthorn, waited on James Gear and suggested that he take himself out of town, before they were obliged to go to the expense of procuring a new rail as means of conveyance, and a barrel of tar as a token of their regard.

Gear accepted the invitation, and in the dusk of the warm, moonless night, while the frogs croaked dismally, and a lone owl hooted from the oak thicket, he shook the dust of "Hawthorn's mines" from his feet, and disappeared down the winding path by the river side.

During the holidays Rose and Will Walters were married, and as the last guest turned away, he slipped his arm about his newly made wife and whispered, "I owe you for my life, and here and now I consecrate it to you forever."

With a glad smile Rose whispered back "and I owe mine to you, it is an even exchange." "Hawthorn's mines" is now a flourishing town, known by another name, but James Gear has never since been seen within its borders.

BURLINGTON HEIGHTS, ST. PAUL.

The beautiful sweep of wooded hills which begin at Dayton's Bluff, in the southern part of the city of St. Paul, and, following the great bend of the Mississippi, extend to the furthest municipal limits in that direction, received the name of Burlington Heights about three years ago. This name was given in honor of the Chicago, Burlington and Northern Railroad, built about that time through the valley at the foot of the hills. The officers of the new road agreed to establish stations and run suburban trains in order that this attractive region, close to the thickly-built districts of the city, might be made available for rural

meadows, with the spires and towers of the city on the near horizon, that deserves the enthusiastic praise which every visitor is sure to give it. It embraces the valley of the Mississippi for more than twenty miles, beginning at the city proper and reaching below the towns of Newport and St. Paul Park. In clear days there is even a glimpse of Minneapolis on the western horizon. The tall buildings in the business center of St. Paul are in plain view and can easily be identified. The great bridges look like threads of black lace hung over the placid mirror of the stream. The shady terraces of the West Side show to great advantage and so do all the suburban villages on the west bank of the river. Steamboats

its peculiar adaptability to park uses, saw that it was the only extensive and unoccupied stretch of land near the city fitted for improvement as a first-class residence suburb. These men fully appreciated of the natural beauties of the tract and they were also keenly observant of all the practical phases of the project which began to shape itself in their minds. They noted that there were no objectionable features connected with the tract. No factory chimneys polluted the air and no factory population occupied any part of the ground. No ragged suburbs, where poverty and dirt hold rule, encroached upon it. No railway tracks needed to be crossed, save on the viaducts of Third and Seventh Streets to reach it from the



BURLINGTON HEIGHTS.—VIEW DOWN THE MISSISSIPPI.

homes. This agreement has since been liberally fulfilled. The pretty stations of Oakland and Highwood have been built, and each is the nucleus of an attractive suburban village. They are a mile apart and the nearest one to the city is only three miles from the Union Depot. A third village, called Alta Vista, has grown up midway between these stations, and will soon have a station of its own. These three villages, with their lawns and trees, their background of forest-clad slopes on one side and of lake and river on the other, are exceedingly pleasing to the eye, and close acquaintance with them confirms the favorable first impression, for the reason that all the dwellings are of tasteful architecture, while no two are alike, and there is not a single one that does not show by its appearance and surroundings that it is the home of refined people.

The beauties of the Heights cannot half be seen, however, from the green prairies and meadows where these villages stand. One must climb up through the oak groves on the hill-slopes, by stairways or winding roads through shady glens, and come out on the crest of the hills, fully to realize how charming this region has been made by nature with a little help from art and enterprise. You can ascend either from Oakland, or from Alta Vista, or from Highwood, by roads of easy grade. There is a stairway at Oakland, at the head of the avenue which leads from the station past the fountain. At Alta Vista the road winds up through a pretty terraced park, dedicated to public uses. Once at the summit you behold a panorama of river, hills, towns, railroads, farms and

on the river and trains on the Milwaukee road and the Burlington road give life to the picture. All the near landscapes are essentially rural and yet the big city is so close at hand that you are only just beyond reach of the hum of its busy and multiform industries.

This is the peculiar merit and charm of the Heights, namely that you are in the open country, with vast green landscapes stretching out at your feet, with woodland odors and woodland sounds all around, with wild violets on the swards and pond-lilies in the pools, and yet the commercial capital of the Northwest is right in view, convenient for all your needs and uses. Go a little back of the hills' crests and you find that the summits, as they appear from the valley, are in reality only the general level of the rolling uplands and that these uplands are intersected with well-graded roads like a park, and have been prepared by some skillful landscape gardener for suburban residences. Here and there a handsome house comes in view, and a few moments later in your drive, you may descend into a nook and pass by the lily-strewn margin of a little lake so secluded and so apparently remote that you might easily imagine yourself in the heart of some far-off mountain district.

An Eastern city would have secured the whole sweep of Burlington Heights for a public park long ago; but we are slow to move in such matters in the West. The whirl of active business life takes in pretty much the whole community and few men have the leisure to give thought to purely public interests. A few years ago certain sagacious business men, impressed with the striking beauty of this region, and

business heart of the city. Real estate speculation, active enough at the time in other directions, had not extended to that locality, and the land was still owned in small farm holdings and could be acquired at a moderate price. The Union Land Company was organized for the principal purpose of buying the land along the slopes and crests of the Heights and at their base in the level valley. Mr. F. D. Hager was from the first the moving spirit in the enterprise and became the President and Manager of the company. The capital, amounting to \$2,000,000, was raised in St. Paul and in Boston. During the year 1886 the purchases were made, and a tract embracing about 1,200 acres and having a length of over two miles and an average width of about three-quarters of a mile was thus acquired. The company then proceeded to improve the property. Nobody was asked to buy lots until the tract was fitted for suburban homes. More than ten miles of well-graded roads were constructed. Handsome depots were built at Oakland and Highwood. Everything was done carefully and thoroughly and with the evident consciousness that the project was a long one and a strong one. The management believed that with the growth of St. Paul, all these beautiful slopes, terraces and heights, with their superb landscape views and all the smooth ground between the railway track and the foot of the hill would be needed for homes for people who appreciate the beauty of scenery and demand the quiet and seclusion which cannot be had in the midst of a city.

A notch in the center of the tract was sold last

year to an affiliated company composed of stockholders in the Union and called the Burlington Heights Improvement Company. This corporation has built a large three story brick building at Alta Vista and a number of attractive dwellings. The business blocks contain four stores on the ground floor, dwelling apartments on the second floor, and on the third floor there is a public hall for meetings, sociables and church services. A brick school house, to cost \$6,000, is now being erected in the vicinity by the Board of Education, of St. Paul. Alta Vista expects to be the business center of the whole Burlington Heights district, now that it has provided handsome quarters for business houses. Just back of the village a park rises in successive terraces to the summit of the ridge and on the broadest of the terraces is a miniature lake. The view looking towards the city, shown in one of our engravings, is from this point. Oakland boasts of its pretty fountain, with its borders of flowers and green sward and also of its long flight of steps leading up the bluff. Its houses stand out in the full sunlight, but young trees are fast growing and the primeval woods are close at hand. Highwood has a charm of its own in its long line of cosy homes, half hidden behind and among the oak groves, each house of an original architectural design.

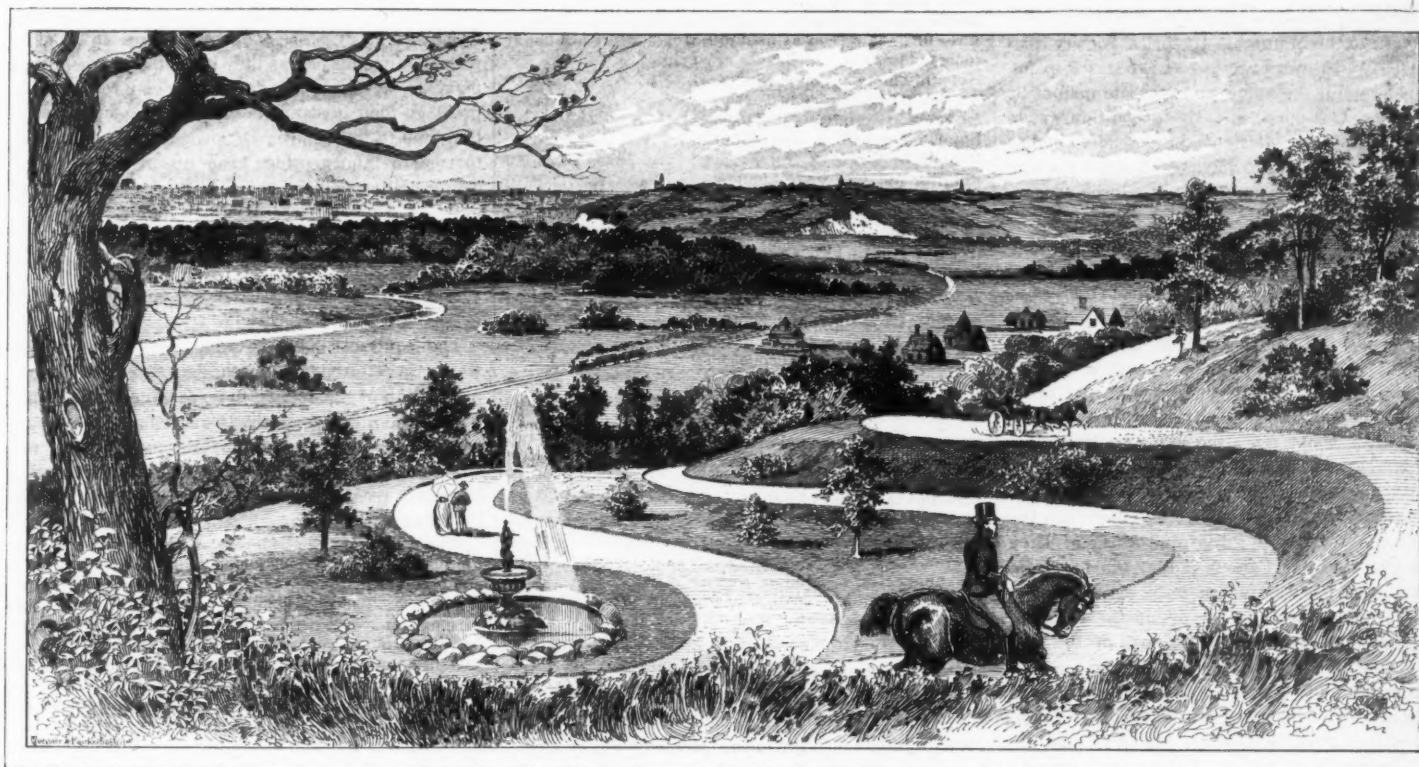
There are eleven local trains each way daily on the Burlington road, which run between the Union Depot and St. Paul Park, stopping at Oakland and Highwood. The single fare to any station is ten cents; ten rides cost eighty cents and twenty-five rides \$1.50. The cost of travel is, therefore, only one cent more for

for eligibility and scenic charm with Walnut Hills, near Cincinnati, with the north shore of the Ohio below Pittsburg and Allegheny, or with the banks of the Wissahickon, in Philadelphia. That they are not already covered with villas and cottages only shows that we are very young as a city and that we have hitherto been too much absorbed in the work of building up the city proper to take much note of the beauties of our near suburbs.

The most picturesque and delightful route for an afternoon's drive in the near suburbs of St. Paul is now that from Dayton's Bluff along the crest of Burlington Heights, descending from the hills just below Highwood Station and returning by way of the valley road. The Union Land Company has, in effect, provided an extensive park for the use of the people of the city. The entrance to this park is but a short distance beyond the end of the sidewalks on one of the principal streets which lead into the country from the Bluff district. The roads are broad and well-graded, and are so laid out as to take advantage of the contours of the rolling country, now descending into a pretty glen and following the course of a clear, swift brook, now winding around the margin of a little lake and now coming out upon some high knoll from which a view of surprising extent and beauty opens out, between the branches of sturdy oaks. The whole extent of this upland region is wooded, but the timber growth is not dense and the underbrush has been cleared away so as to add to the park-like look of the country. The number of handsome sites for suburban homes is almost unlimited. At every turn

woods. In the further distance winds the Mississippi, with the suburbs of South St. Paul, South Park and Invergrove on its western shore, and on the far horizon rise the high lands of Dakota County. At the right of the picture is the city of St. Paul, showing from this point of view all its solid business center, its tall structures, its smoking, tower-like chimneys, its steeples and its big warehouses. To the left the eye follows the sweep of the valley as far as the towns of Newport and St. Paul Park.

The dwellers on the bluffs descend to the suburban stations in the valley to take the trains to the city, or they can drive into the business district in less than three quarters of an hour. In time they expect to have street railway service along the rear of the Heights within a few minutes walk of their homes. Driving along the highlands through the Burlington Heights property you descend at last along a picturesque glen, past a house perched upon a lofty summit, like a castle on the Rhine, and come into the valley just below the long line of pretty houses built on terraces which has taken the name of Highwood. Thence back to town you drive for two miles along the shady stretches of Newport Avenue past Alta Vista, with its neat, new cottages and its tall red brick business structure; past Oakland, with its fountain, its cluster of pretty homes and its handsome station, past farms and groves of willows and elms, and nearing the city you go up by an easy ascent to the well-built district of Dayton's Bluff. Here the streets are densely shaded and the houses have village-like door-yards with flower-beds and lilac bushes. There are



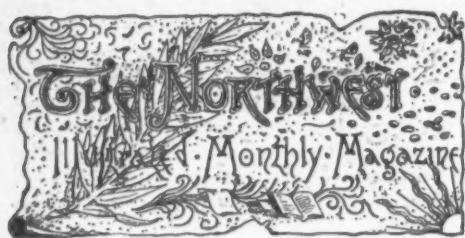
BURLINGTON HEIGHTS.—VIEW LOOKING UP THE MISSISSIPPI TOWARD ST. PAUL.

regular daily passengers going to and from business in the city than it is on street car lines. The time between Highwood and the Union Depot is only fifteen minutes. Residents of the Heights who wish to go to the theater can leave their station at 7:30, be in their seats ten minutes before the curtain rises and get home at 11:52.

No one who is at all familiar with the growth of Eastern cities can doubt that the whole stretch of these green hills, with their remarkable variety of picturesque rural landscapes, their wide outlook over the valley of the Mississippi and their nearness to St. Paul, will in a few years be required for suburban homes. Burlington Heights may well be compared

of the winding roads you come upon some new locality that seems to have a special charm. A number of attractive dwellings have already been built on the bluff front of the tract and others will be built this season. It will not be long before the entire crest will be fringed with handsome houses. The great attraction to the people who select these commanding sites is the superb view. The broad green valley lies at their feet as they sit on their piazzas. They can follow the movements of the trains on two important railroads for a distance of ten miles. The lake, to which the unsentimental pioneers gave the name of Pig's Eye, stretches out like a sheet of silver, bordered by a green fringe of willows and cotton-

some costly residences along the bluff, where the outlook is particularly fine, but the district is for the most part the home of substantial middle-class people. You descend into the smoky railway region, cross the tracks on the long Third Street viaduct, or the Seventh Street bridge and come at once into the heart of the business center. For the whole drive, going and coming, with halts at the best points of view along the crest of the Heights, about three hours should be taken. If the reader has not yet made this excursion he has yet to see some of the most strikingly beautiful landscapes in Minnesota. Indeed, it would be hard to find their equal anywhere in America save on the Hudson River or the Ohio.



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E. V. SMALLEY, - EDITOR AND PUBLISHER.

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ST. PAUL AND MINNEAPOLIS, JUNE, 1889.

ANOTHER SOURCE FOR THE MISSISSIPPI.

Not long ago the Minnesota Historical Society commissioned J. V. Brower to go up to Lake Itasca, examine its basin and make a new and accurate map of its surroundings. One purpose of the expedition was to finally set at rest the persistent and impudent claims of Capt. Willard Glazier to have discovered the true source of the Mississippi. Glazier, it will be remembered, a few years ago appropriated a small and well known pond, called Elk Lake, which lies close to the southern shore of Itasca, bestowed his own name upon it and wrote to all the geographical societies of the world that he had found the real source of the great river. In spite of the prompt exposure of his pretensions, by the comparison of his map with prior maps made by the Government and with that made by the New York *Herald* expedition of 1876, Glazier brought out a book repeating and amplifying his claim. Mr. Brower and his party spent two months in the Itasca region last year and two months this year. They traced every stream running into the lake and found there were thirty-nine of them. They demonstrated that Elk Lake is only 1,100 feet from Itasca, and that its waters are only eleven inches higher. It cannot by any stretch of the imagination be regarded as the ultimate source of the Mississippi. One of the principal streams running into Itasca from the south drains a system of small lakes which extend for seven miles to the rim of the basin. The two highest of these lakes are 100 feet above the level of the water in Itasca. The more southerly one, lying on the crest of the ridge surrounding the basin, Mr. Brower regards as the final source of the Mississippi.

Mr. Brower has done his work in a modest scientific spirit. He blows no trumpet as a great discoverer. The small lakes where the river rises have been known for years, he says, and are laid down in the Government surveys. A wagon road has been traveled alongside of them since 1875. He does not appear to think it important to bestow a name upon the little lake on the southern limit of the Itasca basin which, he says, he believes is "truly the real and original source of the Mississippi." Doubtless he thinks that the large lake, into which all the lakes and streams of the basin drain, will always hold the honorable place on the maps it has so long occupied. Nobody will care much which is greater of the many little streams that flow into Itasca, or where those

streams head. Mr. Brower erected a solid oak block six feet high, on Morrison Hill, which overlooks the entire basin, and carved upon it the following inscription.

Itasca Basin—Source of the Mississippi.

William Morrison, 1803.

H. C. Schoolcraft, 1832.

J. N. Nicollet, 1836.

U. S. Survey, 1875.

Peter Turnbull, first settler, 1882.

Erected by J. V. Brower,

1889,

for the

Minnesota Historical Society.

FOREIGN OWNERSHIP OF LAND.

The following article, credited to the *American Citizen*, a journal devoted to promulgating opinions hostile to foreign immigration and the use of foreign capital, is going the rounds of the press:

Who owns the land in the United States? Why the citizens, or should—would be the natural reply. But unfortunately it is not altogether so. Some of the best lands in this country are owned by alien landlords. Nearly 22,000,000 acres of land are owned by men who owe allegiance to other governments. To be exact, there are 21,241,900 acres of land under the direct control and management of thirty foreign individuals or companies. There are 2,720,283 acres of land in Massachusetts, so that the men living in other countries and owing allegiance to other powers, own land enough to make about ten states like Massachusetts, more than the whole of New England, more than some governments own to support a king. The largest amount of land owned by any one man or corporation is owned by a foreign corporation called the Holland Land Company. Talk about alien land-holders in Ireland, there is twice as much land owned by aliens in the United States as there is owned by Englishmen in Ireland. Think of it; more than 21,000,000 acres of land owned by men in Europe. Here is a list of some holdings:

Holland Land Company, New York	4,500,000
An English Syndicate in Texas	3,000,000
Sir Ed. Reed Syndicate in Florida	2,000,000
English Syndicate in Mississippi	1,800,000
Marquis of Tweedale	1,750,000
Phillips, Marshall & Co., London	1,300,000
German Syndicate	1,100,000
Anglo-American Syndicate, London	750,000
Byron H. Evans, London	700,000
Duke of Sutherland	422,000
British Land Company in Kansas	380,000
W. Wharley, M. P., Peterboro	310,000
Missouri Land Company, Scotland	247,000
Lord Dunmore	120,000
Benjamin Neugas, Liverpool	120,000
English Syndicate, Wisconsin	110,000
M. Ellhauser, West Virginia	600,000
A Scotch Syndicate in Florida	500,000
Missouri Land Company, Edinburgh	165,000
A Scotch Syndicate in Florida	500,000
Lord Houghton, in Florida	60,000
Lord Dunraven in Colorado	60,000
English Land Company, Florida	50,000
English Land Company, Arkansas	50,000
A. Peel, M. P., Leicestershire, England	10,000
Alexander Grant, London, Kansas	35,000
A. Boyson, Danish Consul, Milwaukee	50,000
Sir J. L. Kay, Yorkshire, Eng	5,000

We question the correctness of the above figures. Some of the items are too indefinite for facts. We suspect that the Holland Land Company is only the survivor of the old corporation of that name which owned pretty much the entire Mohawk Valley a century ago. The English syndicate credited with such an enormous holding in Texas, is probably some cattle company which has bought from the State a tract of arid land of no account for farming and of much smaller area than the figures represent. The Florida syndicate, doubtless hold a considerable area of swamp land of no value without the expenditure of two or three million dollars for drainage. Nearly all the figures would shrink materially, we believe, if compared with the assessors' returns. Foreign land-ownership became something of a bugbear a few years ago and Congress passed a law to limit it in future. Yet it cannot truthfully be said to have done any harm as yet. The proprietorship of large tracts of agricultural lands is not profitable anywhere in the United States. It takes a smart man to make money out of a small farm and few men have business capacity sufficient to prevent a large farm getting away with them financially. All the large land holdings

in the Northwest with which we are familiar are for sale in small tracts at very moderate prices. A few English companies bought largely of railroad lands with the idea that they could rent them to tenants and thus build up estates on the European system, but some years of experience have convinced them that the plan is not practical in America. Their tenants were usually brought over from England or Scotland, but it did not take long for them to imbibe American ideas about land and as soon as they were a few hundred dollars ahead they left and bought places for themselves. The proprietors found that they could not keep good men unless they contracted to sell them the land they were tilling. A familiar case in North Dakota is that of the Sykes and Hughes Company, which bought, in 1882, large tracts of railroad lands in Wells and LaMoure counties, aggregating about 40,000 acres. This company is managed with much intelligence and liberality, and Mr. Richard Sykes, an English manufacturer of large wealth and progressive ideas, takes the trouble to make a yearly visit to this country to give personal supervision to the enterprise. Mr. Sykes has become convinced that the American system of small holdings farmed by the owners is the only one adapted to the West and the lands of his company are now in the market at a very reasonable advance on their cost. They will be broken up into quarter and half sections and sold to small farmers. So far as the bonanza wheat fields are concerned, we do not believe there is one of them from which a small slice could not be bought, or any number of slices, at the current rate for good farm lands under tillage in the vicinity.

In Europe people buy lands to hold them and transmit them to their descendants, because the ownership of land is an evidence of gentility; but in America people buy lands just as they buy other forms of property, to sell again whenever they can realize a fair profit on their investment. For this reason, namely, that land in this country is nowhere held out of sale to sustain family pride, keep up an aristocracy or confer political power, there is no danger to our institutions in such large holdings as already exist in the hands of foreigners or foreign companies.

NORTHERN PACIFIC AND WISCONSIN CENTRAL.

The contract between these two companies, to which we referred last month, does not prove, on the publication of the details, to be as close as amalgamation of the interests of the two companies as was expected. The Central retains its individuality and will be operated by its own officers. According to a statement recently made by Vice President Abbott, the effect of the arrangement in substance is this:

"The Wisconsin Central receives at Ashland and St. Paul Northern Pacific business and delivers it in Chicago and receives in Chicago business destined for the Northern Pacific. The Wisconsin Central divides its own gross earnings into two portions, sixty-five per cent. and thirty-five per cent. It retains thirty-five per cent. for its own sole use and appropriates the sixty-five per cent. to operating expenses and certain improvements tending to reduce operating expenses. If operating expenses are less than sixty-five per cent. the Northern Pacific receives a sum equal to one-half of the difference in consideration of the business which it gives to the Wisconsin Central. If the operating expenses exceed sixty-five per cent. the Wisconsin Central will pay not exceeding two and one-half per cent. of this excess out of its thirty-five per cent. and will divide one-half of any excess of operating expenses above sixty-seven and one-half per cent. of the gross earnings equally between the Wisconsin Central and Northern Pacific; however, is not bound to pay its one-half of such excess excepting out of future profits received under the contract with the Wisconsin Central. The Northern Pacific secures for the business which it thus sends to Chicago and points beyond from the Wisconsin Central system the benefit of the Chicago & Great Western terminals, which already includes within the limits of Chicago 175 acres of ground in addition to its great transfer yard of 180 acres on the outskirts of Chicago. It also shares in the net profits of the terminal company received in excess of \$800,000 per annum, and will be enabled to connect directly through the agency of the Wisconsin Central with all eastern lines centering in Chicago and to receive and deliver passengers and freight in the passenger and freight stations of the Chicago & Great Western, now erecting on the corner of Fifth Avenue and Harrison Street. These buildings are only

one block distant from the board of trade building and within five minutes' walk of the Grand Pacific hotel, and the postoffice is situated east of the Chicago River, so that passengers are not delayed in going to and from trains by having to cross any of the bridges."

A practical unity of operating arrangements has been provided for, since the contract was signed, by the election of W. S. Mellen, General Manager of the Wisconsin Central, to the General Managership of the Northern Pacific. This appointment takes effect on July 1st, the date when the traffic contract goes into force. Mr. Mellen's appointment is generally construed by railroad men to signify that Northern Pacific through passenger and freight trains will start from Chicago, and that the magnificent station to be erected in Chicago on the terminal property acquired by the Wisconsin Central will be known as the Northern Pacific station. It is currently reported that the Wisconsin Central line between St. Paul and Chicago is to be shortened by the construction of a cut-off that will reduce the distance to about the same as that of the Milwaukee and Northwestern roads.

Mr. Mellen will have his headquarters in St. Paul. He is forty-three years old, and has come up from the ranks, having filled almost every position in the railway service from office-boy and telegraph operator up to his present rank. He has an excellent reputation as an energetic and economical manager. President Oakes will spend much of his time at the Northern Pacific headquarters in New York, and it is the talk of railway circles that his western post will be Chicago.

HENRY VILLARD has gone through his annual fight with Elijah Smith for the control of the Oregon Transcontinental Company and has come out ahead, as he did last year. The prize is the voting power of a majority of the shares in the Oregon Railway & Navigation Company and well as a large block of Northern Pacific stock. Last June, although Villard was elected President of the O. T., he could not vote the O. R. & N. stock, because the annual election of that company took place on the preceding day. He will in all probability be made President of the O. R. & N. at the ensuing election. What effect his supremacy in that corporation will have on its present relations with the Union Pacific remains to be seen. The U. P. took sides against him in the recent contest. It operates the lines of the O. R. & N. under a long lease. The O. R. & N. is proving a burden to the Union Pacific financially, but it is the only outlet to the Pacific Coast which that road possesses. The lines of the O. R. & N. used to be highly profitable when they had a monopoly at a high freight rate of the entire business of carrying wheat from interior Oregon and Washington to the seaboard and received from the Northern Pacific at Wallula Junction all of the Coast business of that road; but since the N. P. built its own line to Puget Sound and G. W. Hunt invaded the grain fields of Walla Walla, and Pendleton with his rival roads, its income has been seriously impaired.

Good farming lands can be bought in North Dakota, within a few miles of railroad stations and in well-organized communities provided with schools, stores and churches, for from \$4 to \$6 per acre. This land is rich virgin prairie, easily tilled and producing an abundance of all the crops of the temperate zone. If the settler is willing to go a little farther from a railroad he can still find free homestead land of just as good a quality as any that is already occupied. North Dakota invites immigration with outstretched arms. She has laid broadly the foundations for good government and a stable, prosperous rural

society and now she wants more people to fill up the gaps on her soil. The pioneer work is all done and the fruits of it are offered freely to all new-comers.

ST. PAUL's million dollar court house and city hall is finished at last and was opened with a rather quiet sort of celebration on the 6th of May. It is a stately, solid edifice and has been so honestly built that no flavor of jobbery hangs about any feature of its construction or furnishing. It is not as effective architecturally as it might be, because of the lack of any central portal commensurate in size with the magnitude of the great edifice, but the general exterior effect is good and the interior arrangement is in a high degree practical. The council chamber is handsome enough and capacious enough for the Senate of the United States. The court-rooms are small—discouragingly so to the habitual court loafer—but spacious enough for the accommodation of witnesses, lawyers and jurors. So numerous are the departments of our local government and so large is the army of officials managing our public affairs that the whole of the immense structure is already occupied, save a few



CHARLES B. WRIGHT, OF PHILADELPHIA.

rooms in the top story, into which the Public Library will shortly be removed from its present cramped quarters on Bridge Square.

THE appointment of J. T. Odell as General Manager of the Baltimore and Ohio Railroad, recently made, interested a large number of friends in Minnesota and Dakota who knew him when he was on the N. P. It is not very many years ago since Mr. Odell was a division superintendent in Dakota, noted for his energy in bucking snow and in pushing the freight trains over his division. Then he was promoted to be Assistant General Manager, with charge of all the divisions as far west as Helena, and from that position he went to the Chesapeake and Ohio. He has now control of a big Eastern system, starting on the Atlantic Coast and reaching as far west as Chicago and St. Louis. The gossips say that his new promotion means very close traffic relations between the Northern Pacific and the Baltimore and Ohio. Now that the N. P. is to run its trains to Chicago, such an alliance would form a through line from the Atlantic to the Pacific.

CHARLES B. WRIGHT, OF PHILADELPHIA.

We give on this page a new portrait of Charles B. Wright, the eminent Philadelphia millionaire and railroad director. Mr. Wright has many friends in the Northwest who remember how skillfully he worked the Northern Pacific road out of bankruptcy and put it on its feet financially after the Jay Cooke failure. That was when the road ended at Bismarck and had very poor prospects of ever going any further. Mr. Wright has been the firm friend of the N. P. in adversity and prosperity. In Tacoma he is regarded as the father and benefactor of that wonderfully progressive sea-port city. He defended for years its right to be the actual as well as the legal western terminus of the Northern Pacific until its position as such was no longer assailed and he paid out money liberally in many forms of sagacious expenditure to aid its business growth, while at the same time endowing its two colleges and building the most beautiful church on the North Pacific Coast. Mr. Wright is advanced in years, but is still energetic in business efforts and is just as warmly interested as ever in the development of the Northwestern country.

THE LUMBER SUPPLY OF THE WORLD.

Governor Russell B. Alger is quoted as saying that the Nicaraguan canal project will, in a measure, at least, prove a solution of the problem of the future lumber supply of the United States.

"Very few people appreciate the extent and superiority of the Washington fir," he said, "and the only reason it is not now brought East is the necessarily high freight rates by rail. Some of it now finds its way to New York by vessel, but the voyage is a long one. Michigan and Wisconsin pine lands are being exhausted. I have had my eye open for new fields, and three years ago I visited this Washington region, making a personal examination of the field. I think I am a fair judge of timber, and I don't hesitate in pronouncing the product of those regions in every way superior to our northern pine, and other countries recognize the fact. While I was in Tacoma I saw nine vessels bound for England, Germany and China, loading at the wharves.

"I know that at the present time," he said, "it cannot be profitably carried East by rail, because I have figured the matter with the roads touching that district, and it has been found impossible

to carry the stuff two thousand miles at anything like a reasonable rate. If the canal is ever built, an enormous lumber traffic by water will be sure to spring up and it will possibly come just at the time we need it."

Alger was asked when he thought the present fields East would be exhausted.

"In one way, that is hard to say. In Michigan many owners have not good facilities for cutting timber, while others are rapidly clearing the fields and moving to new ones, but, judged by the output of last year, it cannot last more than eight years. In Wisconsin, I presume, it is much the same."

G. W. Hunt is the great railroad builder of the Northwest, and now proposes if Walla Walla will bond the county in the sum of \$300,000 for thirty years he will build a road from Walla Walla city to Grand Ronde direct, and also the contemplated lines to Waitsburg and Dayton. We wonder if Hunt could not be induced to visit The Dalles, as there are some prospective roads here which would pay him well.—Dalles (Oreg.) Times-Mountaineer.



What are Tears?

Bring all your dictionaries and all your philosophies and all your religions, and help me explain a tear. A chemist will tell you that it is made up of salt and lime and other component parts; but he misses the chief ingredients—the acid of a soured life, the viperine sting of a bitter memory, the fragments of a broken heart. I will tell you what a tear is: it is agony in solution.—*T. De Witt Talmage.*

Watermelon Juice as a Cosmetic.

A New York woman writes to the *Commercial Advertiser* congratulating Northern girls that they have at last awakened to the use of watermelon juice as a cosmetic. Their sisters in the South have for generations, she adds, beautified their complexions by the aid of the melon. "After a long drive, a sail or any summer outing, nothing is so soothing to the face and hands as the water from both the pulp and rind. The first, crushed by the dainty hands and rubbed on the face, takes off sunburn, while the application of the cool, white pulp next to the red meat, removes the 'stickiness' and gives a softness to the skin of a melon bather that can be obtained from nothing else. This is nature's cosmetic."

Don't Worry.

Of course, life is full of cares; every one knows that, and every one has cause to worry about something. If the children are ill, or the husband has failed in business, these are things one naturally worries about. These are the big things of life that must be borne and about which one cannot help worrying. But it is the many little things of life over which people worry most, and which are not worth worrying about. A careful housekeeper will fret about the way her servant enters the room before company, or passes a dish at the table; frowns will settle down upon her face that are seen by the guests, who have not seen the causes. The woman will worry incessantly about her health. If she has the smallest ache in any part of her body, or the slightest languor, the whole household is upset, and for a few hours everything is in the wildest state of confusion, while the victim (for she certainly is a victim to her worrying disposition) imagines herself a hundred times more ill than she is, and dies many times before she really dies once.

Fingers Relieving Forks.

At an official dinner in this city a few nights ago a distinguished society belle from New York, one of McAllister's four hundred, was observed to handle the wing of a chicken with her fingers, and then she daintily nibbled a drumstick the same way, without the use of knife or fork. Some of the Cabinet and Administration ladies, only one of whom belongs to the four hundred, marveled at this, and thought it showed lack of breeding. The one authority remarked that the action of the young lady was in perfectly good form. The list of things that can be eaten from the fingers is on the increase. It includes all bread, toast, tarts and small cakes, celery and asparagus, when served whole, as it should be, either hot or cold; lettuce, which must be crumpled in the fingers and dipped in salt or sauce; olives, to which a fork should never be put, any more than a knife should be used on a raw oyster; strawberries, when served with the stems on, as they should be, are touched to pulverized sugar; cheese in all forms, except Brie or Roquefort or Camembert, and fruit of every kind, except preserves and melons. The latter should be eaten with a spoon or fork. In the use of

the fingers greater indulgence is being shown, and you cannot, if you are well-bred, make any very bad mistake especially when the finger-bowl stands by you.—*Washington Post.*

Fruit or Meat for Children?

The food which is most enjoyed is the food we call bread and fruit. In all my long medical career, extending over forty years, I have rarely known an instance in which a child has not preferred fruit to animal food. I have many times been called upon to treat children for stomachic disorders induced by pressing upon them animal to the exclusion of fruit diet, and have seen the best results occur from the practice of reverting to the use of fruit in the dietary. I say it without the least prejudice, as a lesson learned from simple experience, that the most natural diet for the young, after the natural milk diet, is fruit and whole-meal bread, with milk and water for drink. The desire for this same mode of sustenance is often continued into after years, as if the resort to flesh were a forced and artificial feeding, which required long and persistent habit to establish its permanency as a part of the system of everyday life. How strongly this preference taste for fruit over animal food prevails is shown by the simple fact of the retention of these foods in the mouth. Fruit is retained to be tasted and relished. Animal food, to use a common phrase, is bolted. There is a natural desire to retain the delicious fruit for full mastication; there is no such desire, except in the trained gourmand, for the retention of animal substance. One further fact which I have observed—and that too often to discard it, as a fact of no great moment—is that when a person of mature years has, for a time, given up voluntarily the use of animal food in favor of vegetable, the sense of repugnance to animal food is soon so markedly developed that a return to it is overcome with the utmost difficulty. Neither is this a mere fancy or fad peculiar to sensitive men or over-sentimental women. I have been surprised to see it manifested in men who were the very reverse of sentimental, and who were, in fact, quite ashamed to admit themselves guilty of any such weakness. I have heard those who, gone over from a mixed diet of animal and vegetable food to a pure vegetable diet, speak of feel-

ing low under the new system, and declare that they must needs give it up in consequence; but I have found even these declare that they infinitely preferred vegetable food.—*Longman's Magazine.*

Hygienic Virtues of a Cold Climate.

The hygienic virtues of a cold climate have been but partly appreciated and very little investigated scientifically. The bracing or stimulating effect of cold, in the weather or bath, has been abundantly recognized and even to indiscriminating and injurious excess. But a more essential aspect of the subject comes into view with the unfolding secrets of microbial and malarial agencies. While the germicidal, or perhaps germparalyzing, power of frost has always been palpable and notorious, in yellow fever, for instance, and other paludial diseases, its beneficial interference with slower agencies of the same kind that undermine health by merely depressing vitality—agencies quite distinct, as we are about to show, from the relaxing effect of thermal changes as commonly recognized—demands re-examination in the light of modern biology.

What is the meaning of an actual case like this? A sedentary, indoor occupation; apartment at an extraordinary elevation, moderately warmed and well ventilated at all hours; bodily heat kept uniform in all weathers by attention to clothing; in short, nothing owed to changes of temperature in the personal environment; but whenever the outside temperature has been below the freezing point, digestion has been about twice as efficient as in the clearest of the prevailing mild weather of the present winter, without going into the open air in either case. It seems evident from this that freezing suppresses something that is inimical to health, and which revives or is resupplied as soon as the temperature rises. Is not this something identical or homogeneous with the miasma or intermittent fevers, which is now classed among specific germs? If so, is there not a wide range of virulence in these germs, from the mild and transient vitiating influence above described to the most dangerous in fevers; dependent generally as we know, on the climate, with heat as a peculiar essential factor? And does not this indicate the chief hygienic advantage of solid northern winters?—*Sanitary Era.*

AN OBSERVING CHILD.



Preocious child (entertaining the brother of the distinguished guest)—"Is that your brother, Mr. Hastings?"
Hastings (who apes all particulars of the aforesaid brother)—"Yaas."
P. C.—"He's funny. Just like the twisting man in the circus, isn't he?"
Hastings—"Eh? how?"
P. C.—"O, his legs are so funny! Wasn't he pretty old before you could tell which way he was going to walk?"



DAWSON is a small town on the Northern Pacific Railroad, in Dakota, about half way between Jamestown and Bismarck. It once had dreams of greatness—platted additions, projected railroads, and all that sort of thing—but years ago it became reconciled to its fate of being a dull little prairie village, where farmers sell their wheat and buy their groceries. Dawson was once the headquarters of one of the most remarkable of Dakota boomers, a man named Cook, who died lately in Chicago. One of Cook's enterprises was to plat a town on the open prairie, forty miles from any place and to sell the lots in the East. When the cash sales fell off he travelled through Michigan and traded lots in his imaginary city with the farmers for colts, calves, apples, or any sort of truck. In recent years Dawson has been the centre of a much more useful industry than trading lots. An energetic Pennsylvanian, J. Dawson Thompson, in whose honor the town was named, buys sheep in Montana, ships them to Dawson and thence distributes them among the farmers on a share arrangement. A farmer takes twenty, fifty or a hundred head and keeps half the wool and half the lambs for his labor in caring for the flock. This is a good thing for poor farmers who have no money to buy sheep and is a safe and profitable enterprise for Mr. Thompson.

I LEFT Dawson on May 1st for a trip southward into Logan county. My companion was my boy Victor, who rejoiced in the possession of a new rifle, and who blazed away at gophers, hawks, curlews, geese and ducks with the enthusiasm of a twelve year old sportsman. It was great fun for him and the birds and animals were in no particular peril. Our team was a pair of tough plugs, capable of making fifty or sixty miles a day without worrying, and the driver was a youth of sixteen named Charley, enlisted at his father's stable. The first ten miles of the journey lay through settlements; then came a long stretch of desolate stony country, and later a very pleasant region of rich, rolling prairies and lakes, in the midst of which stands the prospective town of Napoleon, county seat of Logan county. At present Napoleon consists of a school house, a store, four dwellings and a printing office. It was founded three years ago by Napoleon Goodsell, of Minneapolis, who died in the midst of his labors for organizing a new county and creating a new town. His work was continued by his widow, a lady of remarkable energy and business talent. The whole project was based upon the building of the Aberdeen, Bismarck & Northwestern Railroad through Logan County. Thomas Lowry, of Minneapolis, and others, put up the money to grade the line but they have not been able to place the bonds or sell the grade. When better times come in North Dakota the rails will be laid on this road, but in the meanwhile the settlers who went into Logan county on faith in the speedy completion of the line are seriously disappointed at their prolonged isolation.

We stopped at the house of Mr. Bryant, who edits and prints the weekly paper at Napoleon. In his house of four rooms Mr. Bryant and his wife make travelers quite comfortable. There is a bed in the little parlor, a bed in the kitchen and four beds in the two upper rooms. Mr. Bryant's subscription list must be very small, for there are only 227 inhabitants in the county. A broad strip of uninhabited country separates the Napoleon settlement from the

nearest peopled districts. The mail-rider comes only once a week. I admire the faith and courage that lead a man to carry on a newspaper under such adverse circumstances. The most discouraging feature of this pioneer newspaper business is the almost certainty that after the pioneer editor has struggled for years, when the railroad is at last built and the town grows and he is beginning to make a comfortable living, some smart fellow will come along and set up a new paper to steal away his business.

LEAVING Napoleon early in the morning we first steered a south-east course to Red Lake, a two mile long stretch of clear water, and then turning northward we lost the faint track and became involved in a wilderness of stony hills. I pulled out my pocket compass and Charley, the driver, at the same moment produced one of these indispensable aids to prairie travel. We would select a distant knoll in the line of our course to drive to, and reaching it would aim for another on the horizon. Finally we left the stony hills behind and emerged upon a fine level prairie. On the eastern horizon we saw a moving object. It proved to be a team and we halted until it came up, from curiosity to see who these travellers might be and also in the hope of getting directions as to the route to Dawson. The wagon stopped and four stalwart men alighted. They wore tall Tartar caps of black lambskin, and long sheepskin overcoats, with the wool side next the body. They were Russians. One who spoke English came forward in answer to my hail, "Which is the way to Dawson?" "Don't know." "Where are you from?" "McIntosh County." "Where are you going?" "No further. We stop right here." Thereupon the men began to unload their wagon in a hurry, fearing, perhaps, that we designs upon the claims they wished to occupy. The spokesman said that there were five more men in their party who had gone on to Dawson the day before to buy lumber for their houses.

A GROUP of farm buildings loomed up immensely on the horizon. Everything is exaggerated in the Dakota atmosphere. After struggling through a big meadow for half an hour we reached the farm, and the buildings, which had seemed almost palatial when first seen, proved to be a small house, the front part of boards and the rear of sod, and a barn with sod walls and a straw roof. A woman came to the door of the house. She said that "he" was away hunting for two lost horses. She made tea, which helped out the luncheon of bread and butter and hard boiled eggs we had brought with us. She exhibited a baby born five days before and said "he" didn't know she was up doing her housework; the place was so dirty she couldn't be patient to lie in bed any longer. It was eleven miles to the nearest woman. Yes, the life was rather a lonely one, but they were doing well, raising stock and making butter. Leaving the farm we drove for nearly two hours without seeing a house, passing a big alkaline lake, the largest in this part of Dakota. It is called Lake Edwards, possibly in honor of the portly editor of the *Fargo Argus*. White clouds of alkali dust from its shores are blown high in the air. We halted for a few minutes at the farm of a German named Krupp, who has big barns, a herd of cattle, a large flock of sheep and hundreds of acres in crop. Krupp looks to be about thirty-five. He is a bachelor and a woman hater. He hires a man cook and allows no woman upon the farm. "A woman wants to boss everything," he says, "She is not satisfied to boss the house, but wants to boss the farm, too. I have no use for them."

We slept at Dawson that night and started next morning to go out beyond the verge of settlement in a northern direction. The country for twenty miles is fairly well occupied by farmers. There are many pretty lakes where ducks abound and wild geese breed. Halted at noon at the farm of George Hazelbrook, who has much better buildings than are often found upon Dakota prairies. He used to sell garden truck in Washington Market, New York. His

boy, who looked to be about thirteen, came from the field, where he had been plowing with three horses and a sulky plow. A little girl of six busied herself hunting hen's eggs, and Mrs. H. soon prepared a relishable dinner of eggs, potatoes, apples and coffee. Hazelbrook went with us as guide that afternoon. The last settler lives only a mile from his house. Beyond, we traversed two townships of handsome land, with many meadows and small lakes, and with not a single inhabitant. This is an excellent country for sheep and cattle. We passed a shallow lake fairly alive with water-fowl, and came to a deep, narrow lake two miles long. Beyond is a succession of stony ridges. From the highest point we got a view northward over a wide valley which looked inviting for settlement. Turning southward we reached the farmer's house before nightfall, having driven forty-five miles that day—an easy drive although most of the way there was no road. Back to Dawson next morning, to Jamestown on a freight train the same day, and homeward bound the next day.

I VISITED the North Dakota Insane Asylum in Jamestown. The whole establishment is as clean and comfortable as a well-kept hotel. It has an excellent record for permanent cures. Dr. Archibald, the Superintendent, evidently believes that physical comfort, nourishing diet and plenty of sleep are the best things for sick brains. Many of the patients are Scandinavians. The change from their mountain valleys to the vast plains, with no horizon save the sky, from little patches of farms to hundreds of acres of fertile land, and the privations and labors which many undergo to get a start in farming without capital, upset their limited understandings. In a majority of such cases good victuals and twelve hours sleep out of the twenty-four in clean, soft beds, effect a cure. Only a very small percentage of the lunatics come from the towns. Where people can rub against each other intellectually insanity is rare. It is in the isolated life of the country that troubles are magnified, crankiness is developed, morbid tendencies are intensified, religion becomes a terror, the inevitable griefs, disappointments and losses of life seem to be fearful calamities and the reason easily gives way. A more sensible generation than our own will reconstruct our Western farm life so that the farmers can live in villages and have the solace of society.

A PROJECT is on foot in Northern Pacific circles to establish summer excursions to the Arctic Ocean, a large steamer is to be purchased for the purpose and to make two trips each season, going through the Aleutian Archipelago and Behring Strait. The voyage is a safe and pleasant one. In the summer months and would have a peculiar charm for a multitude of people who are familiar with the old routes of travel and long for something new and strange. Views of the midnight sun would be one of the special attractions. Gov. Swineford, of Alaska, who last summer sailed seventy-five miles north of Point Barrow, on the Arctic Ocean, speaks of the trip as altogether delightful. It is proposed to make the fare for the round trip \$500 from any place in the United States. The steamer could be employed the remainder of the year in the Sandwich Islands trade or run to Chinese ports.

WHAT a sad ending Gen. Adna Anderson made for himself. Old men like him rarely commit suicide. It seemed to Anderson's friends that with so long and successful a career behind him he could look on the declining years of life as on a smooth and pleasant path leading down to the welcome rest of death. Yet he blew out his brains with a pistol shot in a Philadelphia hotel, with nothing apparent in his affairs to prompt the desperate deed. He constructed and managed military railroads during the civil war and won the rank of brigadier-general. His great engineering work was the building of nearly a thousand miles of the Northern Pacific, between Glendive, and Spokane Falls, and also of the Cascade Division, in Washington. He stood in the front rank of his profession

and had held responsible and lucrative positions for thirty years. Although somewhat bristling and repellent on one side of his character he had a very genial side for his friends. He was a great reader and was remarkably well up in both English and French literature. When the mood was on him and he had an appreciative listener he could talk poetry and philosophy by the hour. Books and fishing were his favorite recreations. There was always an eccentric vein in his character, but he was a man of marked intellectual ability, a master of his profession and very loyal to the interests he served.

COL. GEO. H. JOHNSTON, the founder of the town of Detroit and one of the best-known of the pioneers of Northern Minnesota, died in Minneapolis last month. He was formerly from Boston, and served in the army during the civil war with much distinction. In 1882 he brought out a number of ex-soldiers to Minnesota and laid out the town of Detroit, on the beautiful lake of that name. Less than a score of years have passed since then and the region which Col. Johnston found a wilderness, known only to roving bands of Chippewa Indians, is now one of the fairest and best peopled regions of the North Star State. He was a man of vigorous personality, cultivated mind and agreeable manners, and was an excellent type of the best class of Minnesota's pioneers.

As soon as the Portage la Prairie line of the Northern Pacific & Manitoba Company is completed, which will be in a few weeks, that company will enter into close traffic arrangements with the Manitoba & Northwestern, which has a road from Portage to the extreme limits of settlement in the northwestern part of the Province. This road is already over 200 miles long and is steadily advancing year by year, developing a good farming country as it goes. The road is in strong hands and will be able to throw a good deal of business over the lines of the N. P. & M.



Jerry: a Story for Young Folks, is a pleasing novel for young people, with a good moral and plenty of exciting adventures. Ellen F. Pratt is the author. John B. Alden, New York; by mail \$1.

The Rev. Dr. J. E. Rankin, well-known as a clergyman and an author, has gathered into a small volume a number of his patriotic and religious poems, to which he has given the title of *Hymns Pro Patria*. John B. Alden, New York; price 60 cents.

Bohemian Days is the title of a lively book of travel, which takes the reader around the entire circuit of the globe, the journey beginning and ending at Knoxville, Tenn., the home of the writer. The author is Mrs. Clara Moyse Tadlock. The work is written in a chatty, feminine fashion, with little aid from guide books, and has the charm of a frank personal narrative, flavored with a spice of quiet humor. It is illustrated with views of famous foreign places and with a number of original character sketches. Published by John B. Alden, New York; price \$1.50.

A preface by the veteran poet, John G. Whittier, to a book of travel, is of itself sufficient to call public attention to the little volume, called *Picturesque Alaska*, by Abby Johnson Woodman. Whittier says of the book that it was written with no thought of publicity, at car windows and from the decks of steamboats, in sight of the objects it describes, and that it has something of the freshness and vividness of reality, like a chain of photographic impressions from Mount Shasta to Mount Elias. He adds: "Its unstudied but truthful pictures may be of interest to those who have seen the wonderful region of mountains, glaciers, and inland seas, and to those who are

hoping or expecting to visit it, and to the larger number who are only able to travel by proxy, and see through the eyes of others." Published by Houghton, Mifflin & Co., Boston, and for sale by St. Paul Book and Stationery Co.; price \$1.

Hon. Clarence A. Buskirk, a prominent Indiana lawyer, who has served two terms as Attorney General of his State, is the author of a poem, bearing the title of *A Cavern for a Hermitage*, just published by John B. Alden, New York, price fifty cents. The poem might be called a series of meditations in verse. It has a good deal of strength and originality and in its tinge of misanthropy will recall Tennyson's sequel to "Locksley Hall." The following extracts will give the reader a taste of its quality.

That unknown thing within us we try to call a soul,
And fash on the threshold of such a barren word—
By what mysterious powers are its sea-like billows stirred,
What tidal influences its restless waves control?

We see the lights and shadows across its surface blown,
And behold it as a mirror where images are thrown;
But hid are its coral walls and adamantine towers,
Where monsters are at home and sirens make their bowers.

Though our thoughts leave earth beneath, like the carols
of a lark,
Is there ever "when heaven peeps through the blanket
of the dark?"

To spy our mortal ways? or, are we like bubbles which
rise
From seas that witlessly mirror the meaningless void of
the skies?

Are we made like the crawling worms and only a finer
clay?
Is night the infinite womb, and her finite child, the day?
Or, are truths which shine with the brightness of suns
that never set,
And hid because of the mists our darkful hearts beget?

All about us are riddles, unsolved because they cannot
be solved.
Our senses are doors to darkness where man in his stupor
winks.

The Past is a burial desert where scowls an inscrutable
Sphinx,
And the future an ideal cloud-land in lawless mists in-
volved.

We teem with a thousand marvels, and so does the grass
at our feet,
We gaze at the stars, and we feel we are ants pushing
globes of clay.

The portals before us open along our groping way,
But the portals keep closing behind us. And human life
is fleet.

Let man look into his soul and he finds a looking-glass,
Curiously twisted and warped in numberless crooked
ways;
Its surfaces constantly changing beneath his hectoring
gaze,
And from heaven and hell alike the images which pass.

In those convex and concave mirrors, (where falsehood
dwells alone,
And peril in too much gazing—for madness may come
of it)
In garments of motley hues demons and angels flit
Distorted, dilated, or dwarfed, and never truly shown.

Drifting, drifting, drifting, my mind is a rudderless ship
Tossed on a shoreless sea. Can anyone tell the trip
On which he was launched at his birth? For such fogs
what compass avails?
Why not go where the sirens are singing and struggle no
more with the gales?

Better a crown of straws and a silly sceptre of lath,
If so the monarch be happy within his haughty cell,
Than a digger of thoughts whose roots reach down into
torture and wrath—
Than to strive with unsatisfied thirsts like Tantalus in
Hell!

Mad? Let the wisecracks find a single soul that is sane!
The spiders of madness weave their cobwebs in every
brain?
A crazy and credulous crew, whose compass to ruin lies,
We sail on yawning seas, with foolish joy on our dips,
And always magnet-mountains arise to wreck our ships.

Hast thou seen those pictures of Centaurs? Why, thou
art a Centaur thyself;
And the beast is thy greater part, and thy swifter part as
well!

Dost thou claim to guide the beast? Then somewhat re-
flect, and tell

If the beast be not thy master and thou but an im-
potent elf?

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Minnesota.

A CORRESPONDENT OF THE NORTHWEST, writing from St. Cloud under date of May 9th, says: I find St. Cloud making fine and substantial improvements in the way of new business blocks, school buildings, etc. Among others recently erected is the McCormick block on Sixth Avenue. Mayor Westerman is the agent of the company. The new First National Bank building would do credit to any city. It is three stories high, built of red brick with copings and facings of an elegant gray granite. Since the illustrated article on St. Cloud appeared in THE NORTHWEST something over a year ago, much has been added by way of improvements—electric light, street railway, and the then new water power, is now complete, with races, etc. The Geo. Tileston & Co. 800 barrel flour mill is considered a model in its way. The fact is, St. Cloud is fixing to invite manufacturers to come and stay with them. The work on the State Reformatory, commenced last year, is again going forward. It will probably be some two or three years before this will be entirely complete. It is to cost \$75,000.

North Dakota.

OVER 4,500 miles of railroad in operation in Dakota and more to follow this summer.

CROP prospects are excellent throughout Dakota. Abundant rains have fallen and the wheat looks well everywhere. A big wheat crop this year will mean a big immigration movement next year.

THE lands of Sykes & Hughes, lying principally in Foster, Wells and La Moure counties, are now offered for sale. P. B. Groat, of St. Paul, is the agent for selling them. They were carefully selected from the railroad grant about seven years ago and are excellent for general farming.

THE Minnesota and Dakota Land and Investment Company will purchase another considerable body of lands from the Northern Pacific on July 1st, the amount being not far from 100,000 acres. This company promises to be an important factor in the future development of North Dakota. The President is Gen. Maxwell V. Z. Woodhull of New York.

PARTIES in the East who are desirous of locating in the Northwest and raising stock, must bear in mind that the Turtle Mountains in North Dakota are favorably adapted to such, as the wild hay grows in abundance, and is no expense whatever to the stockmen, except to cut and stack it. Grain is raised in abundance on the prairie and furnishes cheap feed for horses. The water is pure, flowing from springs and forming lakes. The mountains are full of acorns, and hogs are nearly self-supporting in the hills. Hogs are a greater profit in Dakota than in almost any other section in the United States.—*Dunseith Herald*.

DAKOTA IMMIGRATION.—There were some apprehensions in Dakota that the Oklahoma fever would be a disadvantage to their region in diverting immigrants. The reverse is apparently to be the outcome. Already the prairie schooners are reaching the lands of the rising States, after a brief experience with Oklahoma. It is not improbable that the immigration to the Dakotas this year will take on proportions unknown in their history. If there is less volume, it will be due to the delay in the opening of the Sioux lands. These and the Sisseton Reservation will in due time open up to settlers over 11,000,000 acres of land, nearly all available for tillage. But there is now a much larger area inviting home-seekers. Outside of these reservations there are over 18,000,000 acres in the Territory which can be taken under the homestead laws without the special payment of \$1.25 an acre required on the Sioux lands. Of course, the most desirable of these are in the new regions and have their improvements and communities yet to establish mainly, but the lands are good, and will eventually all become very valuable.—*St. Paul Globe*.

Montana.

MILES CITY lately started a feed mill and rejoiced over this newest beginning of home manufacturing industry.

THE great gold mine of the northern portion of Montana has been sold by W. P. McAdow to A. M. Holter, M. E. Downe, and other Helena capitalists, including the Jay Gould Mining Company, for \$500,000. The Spotted Horse is regarded by those best acquainted with the property as one of the greatest gold mines in the world, and as the

company purchasing has ample capital at their command, will no doubt soon become a golden producer of the first magnitude. The mine is reported to have ore enough in sight sufficient to pay the purchase price.

THE Helena Smelter is now turning out about 40,000 pounds of bullion per day, and this output will be still further increased when the additional stack now fast nearing completion is added to the facilities of the smelter.

THE citizens of Billings have subscribed a bonus and secured the location at that place of a wool-scouring plant, which a Massachusetts firm contemplates bringing to Montana. It is stated the mill will cost \$50,000, and will have a capacity of 24,000 pounds per day, employing from sixty to eighty skilled men.

A BIG sheep deal recently took place near Fort Benton. Gibson & Johnson, of that city, having sold the MacDonald ranch and sheep property to I. C. Libby & Sons, of Burnham, Maine, leading live stock dealers of that State, and C. H. Merrill. The purchase includes some 8,000 head of stock and all the ranch property. The transaction involved the sum of \$50,000.

A DISCOVERY was made recently by Col. J. H. Ray, United States Signal Officer, that is creating some local excitement at Glendive. While out in a ravine two miles southeast of Glendive he picked up a gold nugget that weighed 2½ ounces. The discovery is extraordinary, for the reason that the geological formation would not indicate gold. It must have drifted from the mountains, more than 200 miles distant.

THE victory of Spokane—a Montana horse—over the blue bloods of Kentucky is of greater importance to the horse raising industry of this State than appears at first glance. The few thousands gained by his owners when the gallant colt showed his nose first under the wire is but a drop in the bucket compared to the aggregate value the event gave to the products of Montana horse ranges generally. Spokane's victory is a better advertisement for the State than a car load of horse literature. His running is a fact; his beating Proctor Knott—the pride of Kentucky racing circles—is a fact, and his record breaking, considering weight carried, is a fact—all facts, and facts beat theories out of sight.—*Fort Benton River Press*.

MONTANA will see the day, and that at no distant period in the future, when thousands, if not millions, of enterprising tillers of the soil will have settled down in Montana, having made themselves productive and comfortable homes in localities and upon lands which are now thought to be wholly undesirable, if not absolutely worthless. It will yet be demonstrated that our vast table lands, and mountain slopes; our innumerable, narrow defiles and deep canyons, penetrating as they do for miles into vast mountain ranges, with proper tillage, are equally as productive as our rich bottom lands, either with or without irrigation, and are generally freer from late and early frosts as well as from parching drought.—*Bozeman Courier*.

Oregon.

WORK has been begun on the new \$200,000 theater in Portland that will stand opposite the new hotel.

PENDLETON people have made up Hunt's subsidy, the city council have given the ground asked for, and Hunt's cars will be carrying goods and people to and from that city in ninety days. This will give Pendleton a direct line to Puget Sound by way of the Northern Pacific from Wallula.

PORTLAND is busy building cable, steam motor and electric railroads. Work on the cable road from E Street to Portland Heights has been begun. The council has granted the Metropolitan Railway Company a franchise for an electric motor line from the foot of Yamhill Street to the south city limits and bids are advertised for grading the line to Fulton Park, four miles south of the city. The road will be extended to Riverview Cemetery this fall and eventually to Oregon City. The Willamette Railway Bridge Company has let contracts for an electric motor line across the steel railway bridge and through Holladay's addition, with a branch to Albina, and work will be begun at once. The motor line to the summit of Mount Tabor, four miles east of the city, will soon be completed.

Idaho.

THE new town of Julietta, in the Potlatch Country, established only a few months ago, has grown so rapidly that it already supports a weekly newspaper called the *Gem*.

Washington.

THE new paper mill at Walla Walla will shortly be ready for business.

A \$12,000 hotel will soon grace the streets of Blaine, Whatcom County.

MR. CORCORAN representing a Minnesota colony, is locating land in the Sunnyside district of Yakima County

and getting lumber on the ground to build a number of houses.

DAVENPORT is building a hotel to cost \$10,000. It will be ready for occupancy June 1st.

THE Ellensburg Board of Trade has secured the \$75,000 necessary to insure the building of the Ellensburg and Columbia River railroad.

A VERY large deposit of superior white chalk has just been discovered on Squaw Creek, a tributary of the Yakima, thirty miles from North Yakima.

ARRANGEMENTS were yesterday perfected for the completion of the railroad of the Puget Sound & Gray's Harbor Company from the western terminus of the present road, at Summit, to Montesano, a distance of twenty miles.

THE riches and extent of the Wanacutt Lake region of the Okanogan Country still continue to attract the attention of mining men, while the reports coming in from that district are of the most flattering nature. Considerable development work is being done.

WALLA WALLA, in Washington, has set about raising a subsidy of \$300,000 to enable G. W. Hunt, railroad contractor, to build a road to connect that city with the Northern Pacific Railway at Wallula. This means that a large part of the enormous grain yield of that region, as well as that about Centerville and Pendleton, will go to Puget Sound instead of Portland.

THE Northern Pacific's Big Bend branch, otherwise the Central Washington, has three surveying parties out with a view of locating a route from Wilbur to the Columbia River. The river is to be bridged and the line extended up into the Okanogan Country. There are said to be very few engineering difficulties to be overcome. The line to the river will be built this year and the bridge and extension will be left until next year.

THE great rolling prairie that surrounds Wallula is fast becoming settled. This region is susceptible of producing grain and most all kinds of fruit in superfluous abundance. Prospects for a more abundant crop were never more promising than they are at present. Deeded land in this locality ranges from \$2.50 to \$10 per acre. There yet remains some Government land vacant. A few years ago land that is now producing thirty bushels of wheat to the acre was considered worthless and many ridiculed the idea of its ever producing wheat.—*Wallula Herald*.

THE launch of the steamer Fair Haven at the Tacoma ship yards, marked a new era in Tacoma's history. As the handsome vessel gracefully slid down the ways to her track of usefulness upon the water, a gentleman who witnessed the beautiful scene, remarked, "That means a great deal for Tacoma." And truly it does. The Fair Haven was the first vessel of large size ever launched in Tacoma, and the successful building and floating of this handsome steamer means the building and launching of hundreds more of all classes of Sound and ocean craft, and it means an extension of Tacoma's commercial facilities beyond commutation.—*Tacoma Globe*.

Alaska.

THE expedition to determine the boundary line between Alaska and British Columbia will start for the fields of operation in May. Two parties will be engaged in determining the northern part of this boundary, one in charge of J. E. McGrath and the other under Mr. J. Henry Turner, both of the United States coast and geodetic survey. There will be seven men with each party and the work will consist chiefly of astronomical observations. The expedition will be prepared to spend the winter in the Arctic regions. The whole survey will occupy three years and will cost \$75,000.—*Tacoma News*.

Manitoba.

MONTREAL and St. Paul have their ice palaces and Sioux City, Iowa, its corn palace, and now Winnipeg proposes that Manitoba shall be the first to introduce the novelty of a wheat palace. At a large meeting of citizens held on May 6th, it was unanimously resolved to hold a summer carnival in August. It was proposed that a palace, composed of sheaves of wheat, oats and barley, erected in the center of the locality, will be made the principal feature, and an additional attraction, a varied programme of games and sports to be arranged. Inducements will be offered to the leading clubs of St. Paul and other Minnesota and Dakota cities, and also Eastern Canada to come and take part. Cheap excursions will run from all points east, west and south, not only to Winnipeg, but to the agricultural centers of the Province, so that large numbers of visitors will be induced to come and inspect the country.

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The New York of the Pacific.

Population 1880, 3,533. In 1886, 10,400. On January, 1888, 19,116, and the population July 1, 1888 nearly 25,000.
 The Steamship and the Railroad Center of the Northern Pacific. The Most Aggressive and Prosperous City in America.

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Fortunes have been made by first investors in the leading Western cities, and so will investments prove if made now in Seattle. We have Business and Residence Lots in all the best Additions at from \$100 to \$1,000, as well as lots in any portion of Seattle; also Timber, Coal and Iron Lands; Farms improved and unimproved. We deal in Municipal Bonds and Securities, and Negotiate Loans.

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The Real Estate and Money Brokers of the Pacific,

Post Building, SEATTLE, WASH TER.

REFERENCES: First National Bank and Merchants National Bank of Seattle.

TACOMA, Washington Territory, Western Terminus Northern Pacific R. R.

TACOMA shows the lowest death rate of any city in the Union, and is the best lighted, graded and drained city on the North Pacific Coast.

TACOMA has the finest of educational facilities, and a population of 20,000 law abiding, industrious home winners.

TACOMA is not a "Boom City," but a rapidly growing mercantile manufacturing center.

TACOMA exported more than a million and a half cents of wheat in 1888. The commerce

of the world is safe in our harbor every day in the year.

TACOMA will ship 200,000,000 feet of the best lumber in the world this year. The coal mines tributary are inexhaustible, and mountains of the finest of iron ore are now being worked by experienced and wealthy owners.

TACOMA is not handicapped by any great body of fresh water around its suburbs, to shut off its tributary farming country, but has beautiful and safe

small lakes within thirty minutes drive of the city where fishing and boating may be enjoyed by any so inclined.

TACOMA has a better foundation for permanent, material prosperity than any city in the United States and the sickly whine which comes from some of her jealous neighbors will develop into a wail of despair as they note Tacoma's daily growing supremacy, by virtue of inherit merit and determination to utilize her advantages.

To all of which I subscribe myself, yours truly,

TACOMA REAL ESTATE.

J. H. HALL,
115 South Tenth Street, Tacoma, Wash. Ter.

TRAVER'S ADDITION TO TACOMA.

The Leader Best \$150 Lots on the Market.

Oakes' Addition $\frac{1}{4}$ mile east, \$200 and \$250 each.

Cascade Park Addition south and west, \$175 each.

Traver's Addition, within $\frac{1}{4}$ mile of the Motor Line, same distance from N. P. R. R. Lots in this favorite Addition are advanced to \$150. One-half cash; balance six months. No interest.

No more \$100 lots on the market in Traver's Addition.

Lots in Lake View Park \$35 and \$50 each. Within 10 minutes' walk of Lake View Station, N. P. R. R. Large List of Business and Residence Property. Addition and Timber Tracts. For plats and full particulars address

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HOTEL FIVE BLOCK, TACOMA, WASH. TER.

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E. T. DURGIN,

942 $\frac{1}{2}$ Pacific Ave.

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Do not wait until you have a certain amount. Send what money you have—two, three, four or five hundred dollars. We will invest it for you either in real estate that will surely increase in value, or will loan it for any time specified so it will net you ten per cent. interest, payable semi-annually. Security ample—first mortgages only. The amount loaned shall not exceed forty per cent. of OUR valuation of the property.

Write for full information. References by permission—Merchants National Bank of Tacoma or City Bank of Minneapolis.

Real Estate

and Loans.

THE OLD GARRET.

A charming old place was that great dusty attic,
With all its dim nooks enlivened with spider and mouse,
The storeroom of rubbish, the joy of the children,
That precious old garret in grandmother's house!
There were chairs lame and backless, and books minus covers,

A tiny tin foot stove, a great spinning-wheel,
And another much smaller that went by a treadle,
A pair of wool cards and a queer little reel.

There were bunches of odorous herbs on the rafters,
"Much better than drug stuffs," Grandmother would say;

And we daintily tasted of mint and of catnip,
As we spent in the garret some long rainy day—
Going up the steep stairs with our clatter and laughter,
While Grandmother's chiding up after us steals:
"Now, children, be sure and not get into mischief,
And whatever you do, pray, don't trouble the wheels!"

But how could we help it when there they were standing,
Just waiting for some one to give them a twirl?
So out of sheer pity we patted them lightly
And sent them a swinging in the old dizzy whirl.
Then there was a cradle, the quaintest of cradles,
With a roof o'er the head and red painted side;
How many dead babies had slept in its shelter,
And cooed as they went in their lullaby rides.

There were roomy old chests that were filled to o'er-
flowing

With treasures and relics of years long since gone;
We dressed in the garments of obsolete patterns,
And made the place ring with our chatter and song.
No zest of the pilgrim in search of rare relics
In old mouldy ruins, or catacombs' gloom,
Can equal the eager and patient ransacking
Of children let loose in an old attic room.

—Good Housekeeping.

THE RECOGNITION.

So you want to know who this old fright is,
With her faded sun-bonnet and gown?
Old-fashioned? Well, yes; I'm not quite as
Well dressed as the women in town.

Oh, you needn't turn 'way with a titter;
I heard every word that ye said,
And in spite of your silks and your glitter
I re-cog-nized that rattled-brained head.

For you air Jim Haggerty's daughter—
I heard the first wail that ye gave.
'Twas the year 'forty-five, and Platte water
Still flows by your ma's lonely grave.

Dear me! I remember that night as
Distinctly as one of last year.
The moon and the stars shone as bright as
That diamond's gleam in your ear.

I held your ma's hand—she was dying;
We heard the swift roll of the Platte;
And, you, in a thin voice was crying—
Poor Haggerty's motherless brat.

Your old pa wrapped you up in a blanket—
The tears streaming down his pale face.
We made a rough coffin and sank it
With your ma in that desolate place.

Why, woman, my own babes I stinted
To give you a dose of their milk,
When your pa sort o' stammered an' hinted—
And here you are strutting in silk!

Oh, you needn't turn crimson and haughty,
And say that my story's not so.
Ah, little your old father thought he
Would suffer ingratitude's blow.

And, according to my way of thinking—
If there's any disowning to do—
Your mother in heaven is shrinking
From claiming a daughter like you.

—N. W. Durham, in Seattle Budget.

"The Best is Good Enough."

The man who said: "The best is good enough for me," may have been an egoist, but he had the merit of frankness at least. The motto of "The Burlington" is: "Only the best is good enough for our patrons," and acting on that motto it has the best track, the best grades, the best coaches, sleepers and dining cars, the best connections, the best time, and reaches all the best cities in the West. Its employees are required to be courteous and accommodating, and the management endeavors to arrange all the matters of the train service so that the passenger shall feel he is receiving the best of attention, and that he is in the hands of the best railroad corporation he ever patronized. The constantly increasing business done by this line, and the popularity it has already acquired in the great Northwest, show its motto to be a taking one. For maps, time-tables, etc., call on your local agent, or address W. J. C. Kenyon, Gen. Pass. Agent, C. B. & N. R. R., St. Paul, Minn.

Northern Pacific Railroad

LANDS FOR SALE.

The Northern Pacific Railroad Company has a large quantity of very productive and desirable

AGRICULTURAL AND GRAZING LANDS

for sale at LOW RATES and on EASY TERMS. These lands are located along the line in the States and Territories traversed by the Northern Pacific Railroad as follows:

In Minnesota,	-	-	-	Upwards of 1,350,000 Acres
In North Dakota,	-	-	-	" 7,000,000 Acres
In Montana,	-	-	-	" 19,000,000 Acres
In Northern Idaho,	-	-	-	" 1,750,000 Acres
In Washington and Oregon,	-	-	-	" 12,000,000 Acres

AGGREGATING OVER

40,000,000 Acres.

These lands are for sale at the LOWEST PRICES ever offered by any railroad company, ranging chiefly

FROM \$1.25 TO \$6 PER ACRE

For the best Wheat Lands, the best diversified Farming Lands, and the best Grazing Lands now open for settlement. In addition to the millions of acres of low priced lands for sale by the Northern Pacific R. R. Co., on easy terms, there is an equal amount of Government lands lying in alternate sections with the railroad lands, open for entry, free to settlers, under the Homestead, Pre-emption and Tree Culture laws.

TERMS OF SALE OF NORTHERN PACIFIC R. R. LANDS.

Agricultural land of the company east of the Missouri River, in Minnesota and North Dakota, are sold chiefly at from \$4 to \$6 per acre, Grazing lands at from \$3 to \$4 per acre, and the preferred stock of the company will be received at par in payment. When lands are purchased on five years' time, one-sixth stock or cash is required at time of purchase, and the balance in five equal annual payments in stock or cash, with interest at 7 per cent.

The price of agricultural lands in North Dakota west of the Missouri River, ranges chiefly from \$3 to \$5.50 per acre, and grazing lands from \$1.25 to \$2.50 per acre. In Montana the price ranges chiefly from \$3 to \$5 per acre for agricultural land, and from \$1.25 to \$2.50 per acre for grazing lands. If purchased on five years' time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent. per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.50 to \$6 per acre. If purchased on five years' time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each of next four years. Interest at 7 per cent. per annum.

On Ten Years' Time.—Actual settlers can purchase not to exceed 320 acres of agricultural land in Minnesota, North Dakota, Montana, Idaho, Washington and Oregon on ten years' time at 7 per cent. interest, one-tenth cash at time of purchase and balance in nine equal annual payments, beginning at the end of the second year. At the end of the first year the interest only is required to be paid. Purchasers on the ten-years' credit plan are required to settle on the land purchased and to cultivate and improve the same.

For prices of lands and town lots in Minnesota, North Dakota and Montana, Eastern land district of the Northern Pacific Railroad, apply to A. G. POSTLETHWAITE, General Land Agent, St. Paul, Minn.

For prices of lands and town lots in Washington, Idaho and Oregon, Western land district of the Northern Pacific Railroad, apply to PAUL SCHULZE, General Land Agent, Tacoma, Wash. Ter.

DO THIS:

Send for the following named publications, containing illustrations and maps, and describing the finest large bodies of fertile Agricultural and Grazing Lands now open for settlement in the United States.

WRITE FOR PUBLICATIONS.

The Northern Pacific Railroad Company mail free to all applicants the following Illustrated Publications, containing valuable maps, and describing Minnesota, North Dakota, Montana, Idaho, Washington and Oregon. They describe the country, the soil, climate and productions; the agriculture and grazing areas; the mineral districts and timbered sections; the cities and towns; the free Government lands; the low-priced railroad lands for sale, and the natural advantage which the Northern Pacific country offers to settlers. The publications contain a synopsis of the United States land laws, the terms of sale of railroad lands, rates of fare for settlers, and freight rates for household goods and emigrant movables. The publications referred to are as follows:

A SECTIONAL LAND MAP OF NORTH DAKOTA, showing the Government lands open to settlers, and those taken up, and the railroad lands for sale and those sold in the district covered by the map. It contains descriptive matter concerning the country, soil, climate and productions, and the large areas of unsurpassed agricultural and pastoral lands adapted to diversified farming in connection with stock raising.

A SECTIONAL LAND MAP OF EASTERN WASHINGTON AND NORTHERN IDAHO, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, with descriptive matter relating to this portion of the Northern Pacific country. This region contains large areas of fine agricultural lands and grazing ranges, rich mineral districts and valuable bodies of timber.

A SECTIONAL LAND MAP OF WESTERN AND CENTRAL WASHINGTON, showing the unoccupied and occupied Government lands, the sold and unsold railroad lands, in Central and Western Washington, including the Puget Sound section, with descriptive matter concerning the extensive timber regions, mineral districts and the agricultural and grazing lands.

A MONTANA MAP, showing the Land Grant of the Northern Pacific R. R. Co., and the Government surveys in the district covered by the map, with descriptions of the country, its grazing ranges, mineral districts, forests and agricultural sections.

Also Sectional Land Maps of Districts in Minnesota.

When writing for publications, include the names and addresses of acquaintances who contemplate removal to a new country.

WRITE FOR PUBLICATIONS.—They are illustrated and contain valuable maps and descriptive matter, and are and the Northern Pacific country, address

P. B. GROAT,
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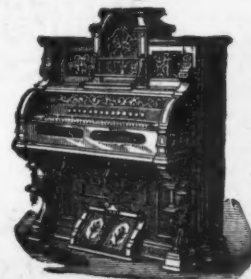
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The Oldest Lime Concern in the Northwest.

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WHOLESALE DEALERS IN

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Sole Shippers to the Northwest of Philadelphia and
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Investments.Attention is invited to our new Fire and Burglar-Proof
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Glass for skylights, and all kinds of Glass used in building
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TACOMA,

The Western Terminus of the Northern Pacific Railroad; the Head of Navigation, and
The Only Wheat Shipping Port on Puget Sound.

Look at the following evidences of its growth:

Population in 1880, 760. Population, March, 1889, 22,000 to 25,000.

Assessed value of property in 1880.....	\$517,927
Assessed value of property in 1888, over.....	\$5,000,000
Real Estate Transfers for 1885.....	\$667,356
Real Estate Transfers for 1888.....	\$8,855,598
Coal shipped in 1882.....(Tons)	56,300
Coal shipped in 1888.....(Tons)	272,529
Crop of Hops in 1881.....(Bales)	6,098
Crop of Hops in 1888.....(Bales)	40,000
Lumber exported in 1888, over.....(Feet)	73,000,000
Wheat shipped in 1888.....(Bushels)	2,528,400
Miles of Railway tributary in 1880.....	136
Miles of Railway tributary in 1888.....	2,375
Regular Steamers in 1880.....	6
Regular Steamers in 1888, March.....	30
Banks in 1880.....	1

Banks Jan., 1889.....	6
Private Schools in 1875.....	0
Private Schools in 1888.....	3
Public Schools in 1880.....	2
Public Schools in 1888.....	6
Value of Public School Property.....	\$150,000
Value of Private School Property.....	150,000
Money spent in Building Improvements in 1887.....	\$1,000,000
Money spent in Building Improvements in 1888.....	2,148,573
Money spent in Street Improvements in 1887.....	60,000
Money spent in Street Improvements in 1888.....	263,200
Money spent by N. P. R. R. Co. on Terminal Improvements in 1887.....	250,000
Money spent by N. P. R. R. Co. on Terminal Improvements in 1888.....	506,000
The N. P. R. R. Co. will spend this year (1889) on Terminal Improvements.....	\$1,000,000.

TACOMA is the only natural outlet for the grain crop of the Inland Empire, as Eastern Washington and Oregon is aptly termed, and it costs from \$1,500 to \$4,000 less to ship a cargo of wheat from Tacoma than from any other port north of San Francisco.

TACOMA now shows more healthy and rapid growth than any other point in the Northwest, and is the best location for Manufacturers for supplying both Inland and Water Trade. Full printed and written information will be furnished on application to

ISAAC W. ANDERSON,

General Manager of The Tacoma Land Co., TACOMA, WASH.

N. P. R. R. Headquarters Building.

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Importers and Jobbers of Dry Goods,
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MOLINE, MILBURN & STODDARD CO.,
250 to 258 Third Avenue North, Minneapolis, Minn.
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MINNEAPOLIS, MINN.

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We sell lots in "Railroad Addition" to Red Lake Falls, and investors are invited to call and look over our list and get prices and terms before purchasing elsewhere.

We also sell lots in Fertile and Twin Valley. These towns are located on the new line, the Duluth & Manitoba, in Polk and Norman counties.

We offer special inducements to parties who will build on lots purchased of us.

Correspondence solicited.

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Selects and Locates Government and Railroad Land.

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Notary Public.

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Containing the complete principles of Shorthand, simple and practical.

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CURRENT HUMOR.

A SHARP YOUNG MAN.

Tenawee—"Sir, I wish to marry your daughter." Gruff father—"My daughter, young man, will continue under the parental roof." Tenawee—"No objection will be raised to that, sir."—*Harper's Bazar*.

WHAT SHE ASKED FOR.

Mrs. O'Flaherty—"Have yez any tin quart pails, Mither Doogan?" Mr. Doogan—"No, Mrs. O'Flaherty, but Oi have plenty av tin wan quart pails." Mrs. O'Flaherty—"An' that's what Oi axed yez for, Mither Doogan."—*Judge*.

A HANDSOME GIFT.

"So you are running a prohibition paper in Iowa now?" "Yes, and doing well. See this cane. It was presented to me by the local prohibition club." "It's a beauty." "You bet it is, and it holds a pint."—*Lincoln Journal*.

GOOD ADVICE.

A Western exchange gives the following good advice: When a man points a gun at you knock him down. Don't stop to ask whether it is loaded, but knock him down and don't be at all particular what you do it with. If there's to be a coroner's inquest let it be over the other fellow, he won't be missed.

WHERE THE HANDSOME MEN COME FROM.

Mrs. Maguinness—"Phat's thim pictures in that paper, Mike?" Mike—"Thim's photographs av some o' the New York boord av aldermin." Mrs. Maguinness (examining them)—"Moy, moy! Them's handsome enough to have been born in ould Oirland."—*New York Weekly*.

THE BILL WAS ALL RIGHT.

"Will you vote for my bill?" inquired the lobbyist of the legislator.

"No, sir," replied the latter; "your bill is a swindle."

"Why, man, you must have the wrong bill in mind. I mean this fifty-dollar bill!"

"Well, this appears to be a good bill," said the legislator, after examining it critically. "I'll vote for it, of course."—*Puck*.

THE OLD MAN GETS FUNNY.

Mrs. Jason—"Here's a story about a man out in Dakota selling his daughter for a cow. What do you think of that?"

Mr. Jason—"Oh, I suppose it was all right. If the fellow couldn't tell the difference between a woman and a cow it's his own look out."

Mrs. Jason—"If there's anything I despise it's an old fool that tries to be smart."—*Omaha World*.

NO NEED TO WAIT.

Night Editor (through speaking tube)—"Why don't you go to press?"

Assistant—"Been waiting an hour for last batch of dispatches from the East. Something wrong with the wires."

Night Editor (wrathfully)—"Is that all? Run in a dispatch that John L. Sullivan has gone on another big drunk, you idiot, and close the forms."—*Chicago Tribune*.

WHY SHE LOOKED TIRED.

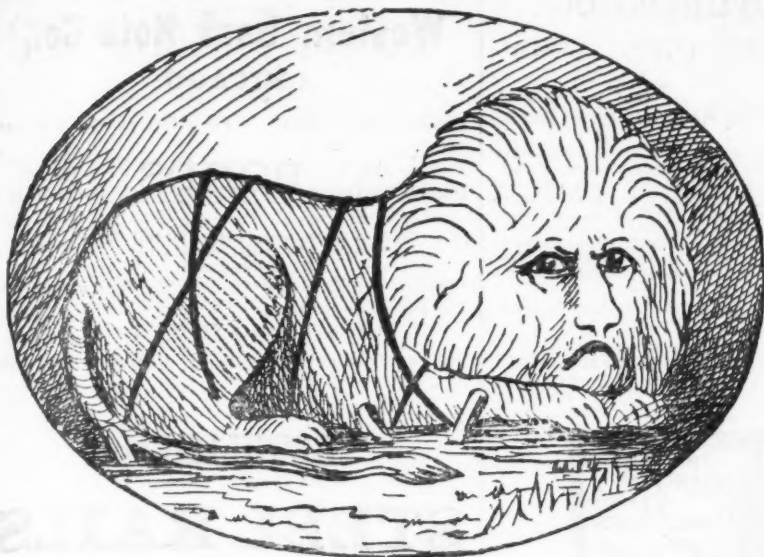
"You look tired, Miss Brown. Too much dancing?"

"Oh, dear me, no! But we gave what is called an engaged dinner last week, where eight betrothed couples were invited, and afterward they retired to eight different corners of the two rooms and whispered all the evening, and it reminded papa and mamma so much of their courtship that they went out and sat on the stairs and left me alone. Do you wonder I still look tired?"—*Funny Folks*.

OUR JEALOUS CONTEMPORARY.

The dyspeptic old excrement who claims to edit the milk-and-mush publication down at the corner of Catfish Alley is jealous of our advertising patronage. In a laborious article this week his poorly printed old apology says that we practice bulldozing to bring advertising. What a liar! The Kicker practice bulldozing! The idea is laughable, and if he was worth minding we would walk down to his shanty and choke the assertion down his brazen throat.

There used to be several firms here which didn't believe in advertising. We couldn't make 'em believe in it until we went at it and found that they were composed of gentlemen who had skipped from the East for barn-burning, horse stealing, bigamy, embezzlement, etc. Then we wrestled with 'em, and they came to see that the life of trade was in using printer's ink. We simply convinced—not bulldozed. The efforts of our knock-kneed cotemporary to smirch the fair fame of the Kicker will simply call forth smiles of pity.—*Arizona Kicker*.



The Great Restorer!

BLOOD PURIFIER AND TONIC.

The Medicine That CURES.

Do you doubt it? A little investigation will prove this statement to be a fact.

Are you sick? losing ground? fast nearing that point of your disease which raises the Bar to Hope? Then believe me—and—look to this—

THERE IS A MEDICINE THAT CURES AND IS WARRANTED.

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\$1.50 per bottle; six bottles for \$6.00. Druggists.

The St. Paul & Duluth R. R.

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LAKE SUPERIOR,

—AND THE—

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3 TRAINS DAILY EACH WAY 3

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Close Connection made in Union Depot, Duluth, with Trains of the Duluth & Iron Range Railroad.

Avoid Omnibus Transfers by taking This Line.

LOW EXCURSION RATES

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C. E. STONE, City Ticket Agent, 173 East Third Street, St. Paul.

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G. C. GILFILLAN, Special Agt., Pass. Dept.

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That the Wisconsin Central has made an enviable reputation with its peerless Dining Car Service;

That the Wisconsin Central runs fast trains on which all classes of passengers are carried with commodious and distinct accommodation for all;

That the Wisconsin Central has representatives distributed throughout the country, who will cheerfully give any information that may be desired and that its terminal Agents are especially instructed to look after the comfort of passengers who may be routed via its line. For detailed information, apply to your nearest Ticket Agent or to representatives of the road.

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AND

Minneapolis and Pacific Railways.

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St. Croix Falls Express.	4:00 p.m.	9:45 a.m.

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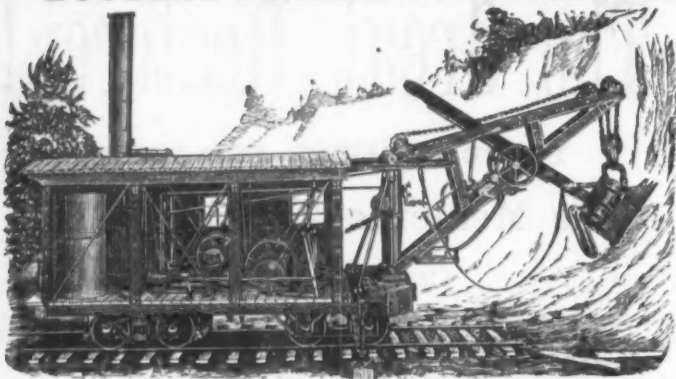
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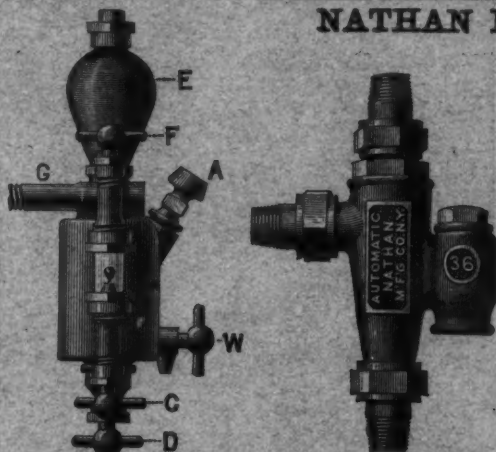
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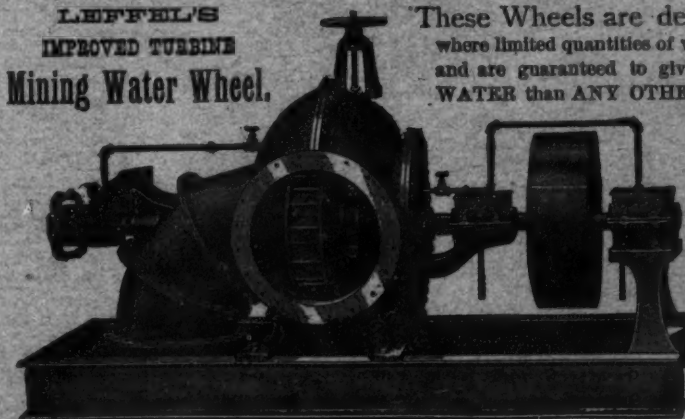
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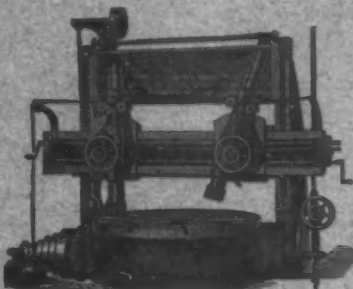
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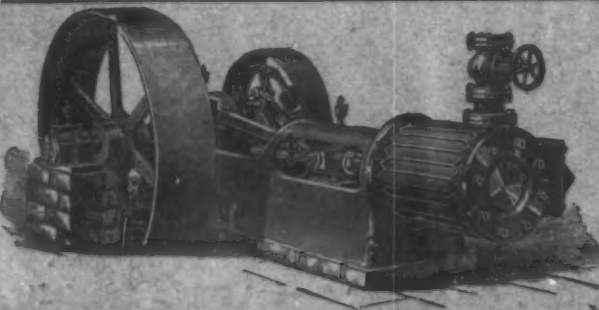
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